

# The Mining Journal

## AND ATMOSPHERIC RAILWAY GAZETTE,

FORMING A COMPLETE RECORD OF THE PROCEEDINGS OF ALL PUBLIC COMPANIES.

No. 591.—Vol. XVI.]

LONDON: SATURDAY, DECEMBER 19, 1846.

[PRICE 6D.]

**MR. F. PRYOR, Auctioneer and Mine Broker, Gwennap, will**  
SELL, BY AUCTION, at the CAMBORN VERN AND STRAY PARK MINES, in the  
parish of Camborne, on Tuesday, the 23rd December, at Ten o'clock, the following

### VALUABLE SPARE MATERIALS:

ONE 80-inch cylinder STEAM-ENGINE, 8-feet stroke, with boiler, about 10 tons.  
9 9-feet 15-inch pumps  
2 6-feet 15-inch ditto  
1 3-feet 15-inch ditto  
20 9-feet 14-inch ditto  
1 6-feet 14-inch ditto  
17 9-feet 12-inch ditto  
3 9-feet 11-inch ditto  
1 10-inch windmill  
1 11-inch ditto  
1 11-inch working piece  
A quantity of cast and wrought-iron; also, a large quantity of brass.  
Dated Dec. 8, 1846.

**TO BE LET, the PARK-HILL MINES, DEAN FOREST,**  
GLOUCESTERSHIRE—containing ONE MILLION TONS OF COAL, and ONE  
MILLION TONS of rich IRON ORE, which, being calcareous, smelts well with argillaceous  
ironstone, and may be delivered in large quantities to the Staffordshire, Shropshire,  
and Welsh iron-works, at a price far below the cost of local ironstones. The mines are  
drainable by level, and can be opened at a trifling expense; and, were blast-furnaces  
erected, their produce might be smelted on the spot into excellent iron.—Apply (post-  
paid) to Henry H. Fryer, Esq., solicitor, Coleford, Gloucestershire.

**LEAD MINES TO LET.—The LEAD MINES of CRAIG-**  
TON, situated in the parish of Minnigaff, and stewardry of Kirkcubright, Scot-  
land, are now ready TO BE LET, on LEASE. These mines, the property of Lady Heron  
Maxwell, of Heron, are understood to contain a great quantity of valuable ore.—Offers  
may be addressed to Lady Heron Maxwell, at Kircubright, by Newton Stewart, or to  
Walker Bell, there, who will give any local information that may be required.  
Nov. 26, 1846.

**LEAD MINES TO LET.—The LEAD MINES, situated at**  
BLACKCRAIG, in the parish of Minnigaff, and stewardry of Kirkcubright, Scot-  
land, will now BE LET, on LEASE. These mines, the property of Robt. Nugent Dunbar,  
Esq., are understood to contain a great quantity of valuable ore.—Offers may be addressed  
to Robert Nugent Dunbar, Esq., at Maclellan, near Newton Stewart, Scotland.  
Nov. 26, 1846.

N.B.—As these mines, at Craigh and Blackraig, are contiguous to each other, it  
would be advantageous if both were wrought by one company.

**GLENKENS LEAD AND COPPER MINES,**  
KIRKCUDBRIGHTSHIRE.—In consequence of MINERALS, of considerable  
value, having been found on the ESTATES in which the GLENKENS MINES are situated,  
an Act of Parliament has been obtained, to enable the trustees to GRANT MINERAL  
LEASES. These mines are situated in the centre of a mineral country, and in the  
vicinity of the flourishing lead works of Carsphairn, Lead Hills, the Newton Stewart, and  
Heston Island Copper Mines, the Kirkcubrightshire Mining Company's works, and others  
in that part of Scotland.

The proprietor has been, for the last two years, exploring and opening the ground; and  
five promising lodes have been proved, which are now being opened and extended by  
Cornish miners. There being every prospect of a most satisfactory result at an early  
period, as appears from the reports of the several mine agents who have inspected the lands,  
as also of the captain now superintending the works, a company is being formed, to give  
the mines a fair trial, on the principle of the Cost-Book System, by dividing the interests  
into 1000 shares, of which some few will remain unappropriated.

Plans of the sett, comprising about 1200 acres, and the several reports, may be seen,  
and every information obtained, at the offices of Messrs. Bullock and Luscombe, No. 35,  
Lincoln's Inn-fields, to whom applications for shares must be made.

**GREAT SOUTH TOLGUS COPPER AND TIN MINING**  
COMPANY.—(ON THE COST-BOOK SYSTEM.)

Capital £4500, in 1500 shares, of £3 each.—Deposit £2 per share—the remainder, as  
required, in calls not exceeding 10s. each per share.

This valuable mining property, held under a lease for 21 years, at the reduced dues of  
1-16th, is situated in the parish of Redruth, in the county of Cornwall, and immediately  
adjacent, on the south, to the well-known Great Wheal Tolgus Mine, which, realised, during  
its life workings, a profit of £200,000—the greater part of which was derived from the  
various levels, from the adit to 110 fms. below, and from a length of ground  
100 fms. east and west of the great cross-course.

In this sett there are eight known lodes, three of which have proved very productive,  
as far as they have been wrought upon—£9000 worth of rich copper ore having been  
raised therefrom in a short time. The other five lodes are in virgin ground, below the  
adit level. None of the lodes in this sett have been yet so far wrought upon as to intersect  
the great cross-course—to do which, is one of the leading features that renders the  
prosecution of this mine so highly desirable.

The report of the mining agents in the prospectus—emanating from men of acknowl-  
edged celebrity and most extensive practical knowledge and information—is highly  
flattering, and fully justifies the conclusion, that, under judicious management, a liberal  
profit will be the result of a vigorous prosecution of this work, and as well renders the  
detail of further particulars unnecessary.

The individual liability of shareholders in this company is limited to the amount and  
number of shares respectively held; and any proprietor may, at any time, determine his  
or her liability by a relinquishment of their respective shares.

Each applicant for shares, of good reference, will immediately receive a letter of allotment  
for the whole amount of shares required; but, if the deposit upon such shares be  
not promptly paid by the day prescribed in the letter of allotment, such shares will be  
granted to the next unsupplied applicant.

Applications for shares, prospectuses, &c., to be made to the secretaries of the com-  
pany, at their offices, 35, Castle-street, Liverpool; or at the office of the Mining Journal,  
29, Fleet-street, London. JOHN PAINTER & CO., Secretaries pro tem.  
25, Castle-street, Liverpool, Dec. 4, 1846.

**LOSTWITHIEL CONSOLS MINING COMPANY.—At a**  
Meeting of the adventurers, held at the offices of James Crofts, Esq., No. 4, King-  
street, Cheapside, London, on Tuesday, the 15th inst., pursuant to circular,

PETER DAVEY, Esq., in the chair.

The circular convening the meeting having been read, the several regulations for the  
management of the affairs of the company were also read, and approved, and ordered to  
be entered in the Cost-Book.

Resolved unanimously.—That Messrs. Peter Davey, Robert Offord, John Edwards, J. J.  
Jerdin, Thomas Ruston, and Henry Smith, be elected members of the finance committee.

Resolved.—That James Crofts, Esq., be elected secretary.

Resolved.—That Mr. John Offord, of St. Austell, be elected purser to the mine.

Resolved.—That the London and Westminster Bank (Southwark Branch) be appointed  
bankers.

Resolved.—That the purser be authorised and instructed to take such legal proceedings  
as may be necessary for the obtaining payment of any arrears of call from any adventurer,  
whenever such arrears shall be found to exist.

Resolved.—That Capt. J. B. Clymo (of Wheal Concord) and Mr. J. Offord be required  
to determine on the best position for the erection of an engine, and also as to the power  
required; and take such measures as they may deem fit for effecting the same, and  
advancing the committee accordingly.

Resolved.—That a call of £5 per share be now made, with the view of meeting the cost  
of engine and other expenses; and that £1 per share be payable on or before the 11th  
January, 1847, and the remainder at such times as the finance committee may direct.

PETER DAVEY, Chairman.

The chairman having vacated the chair, the thanks of the meeting were unanimously  
voted to that gentleman for his able services.

JAMES CROFTS, Secretary.  
4, King-street, Dec. 15, 1846.

**CALLINGTON MINING COMPANY.—At a Meeting of**  
the adventurers in the Callington Mines, held at the offices of the company, No. 44,  
Finsbury-square, London, on Friday, the 13th inst.,

R. HODGSON, Esq., in the chair.

The circular convening the meeting having been read, the report of the directors, with  
the accounts, were submitted—whereupon it was

Resolved unanimously.—That the reports and accounts be received and approved, and  
that the same be entered on the minutes.

Resolved unanimously.—That the extended operations of the company, with reference  
to the new discovery on the Kellybray lode, be referred to the directors, to take such  
course as they may deem fit.

RICHARD HODGSON, Chairman.

The thanks of the meeting were unanimously passed to P. N. Johnson, Esq., for the  
services rendered by that gentleman in advancing the objects of the company.

The thanks of the meeting were passed unanimously to the chairman and to the direc-  
tors, for the services rendered by them in promoting the interests of the shareholders.

### UNITED STATES MINES.

COPPER ORE, from the best localities, as Grey, Black Oxide, and Sulphuret.

COBALT OXIDE, yielding from 5 to 80 per cent.

CHROME, yielding from 30 to 47 per cent.

MANGANESE, yielding from 75 to 90 per cent.

LEAD ORE, of the best quality.

ZINC, in form of Blende and Calamine.

Likewise, SOAP STONE, WHITE VITREOUS FELSPAR, BLACK LEAD, PURE  
WHITE LEAD, MICA, in small and large sheets.

**THE ABOVE NATURAL PRODUCTIONS may be obtained**  
in any quantity, and on the most reasonable terms, by applying to  
DR. LEWIS FEUCHTWANGER, New York City.

**MONEY TO BE ADVANCED,** to any extent, in large or  
small sums, at FOUR POUNDS PER CENT. for long or short periods, on ample  
and available security.—Apply to Mr. Birch, solicitor, 20, Great Marlborough-street.

**BANWEN IRON COMPANY.**—Notice is hereby given, that  
the directors of this company have this day made a CALL of TWO POUNDS per  
share, which the shareholders are requested to PAY into the bankers of the company,  
Messrs. Spooner, Attwood, and Co., Gracechurch-street, London, on or before the 16th day  
of March next. By order, S. P. HARRIS, Secretary.  
Offices, 23, Threadneedle-street, London, Dec. 15, 1846.

**BLAENAVON IRON AND COAL COMPANY.**—The  
INTEREST on the DEBENTURES in this company, payable half-yearly, may be  
RECEIVED on application at these offices, on and after the 5th of January, between the  
hours of Eleven and Three o'clock. By order of the board, JAMES BOOTH, Secretary.  
Offices, 4, Pancras-lane, Dec. 11, 1846.

**BLAENAVON IRON AND COAL COMPANY.**—Notice  
is hereby given, that, in pursuance of a resolution passed this day, by the board  
of directors, a DIVIDEND of TWENTY SHILLINGS per share, upon the old shares of  
this company, will be PAID, on and after the 1st day of February next, on account of the  
profits of the present year. By order of the board, JAMES BOOTH, Secretary.  
Offices, 4, Pancras-lane, Dec. 11, 1846.

**RHYMYN IRON COMPANY.—A GENERAL MEETING**  
is specially called of the shareholders of the Rhymin Iron Company, to be HELD  
at the London Tavern, on Wednesday, the 30th inst., at half-past One o'clock precisely,  
for the purpose of making additions to the company's capital, pursuant to the resolutions  
of the General Meeting, held on the 16th inst. T. E. SCUDAMORE, Secretary.  
7, Laurence Pountney-Hill, Dec. 18, 1846.

**LA JAHOTIERE IRON-WORKS (LOIRE INFERIEURE).**—  
Notice is hereby given, that the ALLOTMENT of SHARES in this company has  
BEEN MADE. The committee regret that it has not been in their power to accede to  
the wishes of a great many respectable applicants, in consequence of the number of shares  
at their disposal being so limited. By order of the committee, WILLIAM TATHAM.  
23, Throgmorton-street, London.

**EAST OF SCOTLAND MALLEABLE IRON COMPANY.**

Capital £100,000, divided into 10,000 shares, of £10 each.  
£5 per share to be paid up in the first instance, by instalments of £1 5s. per share, at  
intervals of three months.

ALEXANDER ALISON, Esq., of Blaircastle, Chairman.  
THOMAS RUSSELL, Esq., founder, Kirkcaldy.  
JAMES MELVILLE, Esq., wood merchant, Torry.  
JOHN MACDONALD, Esq., writer, Dunfermline.  
ADAM DEGG, Esq., Lumsden.  
GEORGE BIRRELL, Esq., manufacturer, Dunfermline.  
JOHN RUSSELL, Esq., Dunfermline.

JAMES SMITH RONALDSON, writer, Dunfermline, Secretary.  
Notice is hereby given, that the directors have made a CALL of ONE POUND per  
share (there having been a preliminary deposit of 5s. per share) upon the respective share-  
holders of the said company; and have appointed such call to be PAID on or before Tues-  
day, the 22nd December current, to either of the undermentioned bankers, at their re-  
spective banking houses—viz.:

DUNFERMLINE . . . . . Bank of Scotland.  
GLASGOW . . . . .  
DUNDEE . . . . .  
PERTH . . . . .  
STIRLING . . . . .  
ABERDEEN . . . . .  
LONDON . . . . . Messrs. Smith, Payne, and Smith.  
LIVERPOOL . . . . . Manchester and Liverpool District Bank.

Interest, at the rate of 5 per cent. per annum, will be charged on all calls which may  
remain unpaid after the 22nd December current.

Parties who may wish to pay up the whole, or any part of the allotments they hold, are  
by the contract of copartnership, entitled, upon doing so, to receive interest, at the rate of  
5 per cent. per annum, till the works are in operation.

Some forfeited shares will be allocated to suitable parties, who may apply previously to  
the 22nd current.

It is requested, that such of the shareholders as have not yet subscribed the contract  
of copartnership, will be so good as to do so immediately, at the secretary's office, Dunfermline.  
Should personal attendance be inconvenient for any one, the form of a mandate,  
authorising subscription by proxy, will, upon application, be furnished, free of expense,  
by the secretary, which the party applying may sign and return.

**METROPOLITAN IRON AND STEEL COMPANY**  
(Provisionally Registered, pursuant to Act of Parliament, 7 and 8 Vic., c. 110.)

Capital £200,000, in 10,000 shares of £20 each.—Deposit £2 per share.

A company has been formed for the MANUFACTURE OF IRON AND STEEL (from  
cast, scrap, and all descriptions of old refuse iron), which shall be of a superior quality  
to any hitherto produced in the mining districts.—The objects of the company are fully  
explained in the prospectus.

In allotting the shares a preference will be given to parties in the iron trade.  
Applications for shares and prospectuses to be made to Mr. Charles Chilton, No. 39,  
Moorgate-street; or at the Steam Mills, 135, Old-street.

**IRON, HARDWARE, AND METAL TRADES' PENSION**  
SOCIETY.—The committee hereby give Notice, that an ELECTION of THREE  
PERSONS for the PENSIONS granted by the above society to deserving and necessitous  
members of the said trades and their widows, will take place in the month of March next.

The parties eligible to be candidates for the said pensions are exclusively such as occupy  
the station of master, traveller, clerk, shopman, warehouseman, or foreman, or have  
served an apprenticeship, or been five years engaged or employed in any branch of the  
iron, hardware, and metal trade in any part of England (or the widows of such persons),  
not being less than 55 years of age, unless totally incapacitated from following their busi-  
ness.

All such persons desiring to be candidates for the next election, must apply to the hon.  
secretary for a printed form of application, provided by the society, to be filled up with the  
required particulars of their case; and the said application must be left with the secretary  
on or before Monday, the 4th day of January next.

By order of the committee, T. HAWKINS, Hon. Sec.  
67, Upper Thames-street, London, Dec. 8, 1846.

**IMPORTANT TO ENGINEERS, MANUFACTURERS,**  
RAILWAY AND STEAM-BOAT COMPANIES.

Messrs. W. & C. MATHER beg to call the attention of the ABOVE PARTIES to their  
IMPROVED PATENT ELASTIC METALLIC PISTONS.

The PRINCIPAL FEATURE AND ADVANTAGE OF THIS IMPROVEMENT is—

1. Its great ELASTICITY and SELF-ADJUSTING PROPERTIES, which enable it to  
yield to any inaccuracy of the cylinder, whether oval or taper, and to move with the least  
possible friction.

2. Its extreme SIMPLICITY and LIGHTNESS, consisting of only two pieces of metal,  
having the vertical and lateral pressure in due and proper proportion, independent of  
each other.

3. It takes the LEAST possible SPACE, and is well adapted for air and water-pumps,  
as it allows of a larger water way.

Messrs. W. & C. MATHER feel confident that it is the BEST ELASTIC METALLIC  
PACKING yet known, for the above reasons.

Models may be seen at the Ralston Iron-Works, Manchester; at W. Barker's, engineer,  
Newton-Moor; and also at J. Mather's, engineer, Beaufort-street, Chelsea, London.

By order of the board, F. G. GREVILLE, Secretary.

**TO ENGINEERS, BOILER-MAKERS, AND OTHERS.—**  
LAP-WELDED IRON TUBES, FOR STEAM-BOILERS.

W. H. RICHARDSON, JUN., & CO., DARLSTON.

MANUFACTURE ALL DESCRIPTIONS OF WELDED WROUGHT-IRON TUBES, for  
STEAM, GAS, &c., of any required length and diameter, on the new and unequalled prin-  
ciple of Mr. J. Roose's recent invention (patented August, 1846).—Address as above.

**IMPORTANT TO RAILWAY COMPANIES.**

**PATENT KAMPTULICON COMPANY, 18, CORNHILL.**

This company having completed their new factory, are prepared to supply railway  
managers and contractors with an elastic material (perfectly non-absorbent) to place be-  
tween the rails and sleepers, and between the frames and bodies of carriages, to prevent  
jarring, and, consequently, wear and tear. The elastic plank is strongly recommended  
to be used for the backs and sides of carriages, to prevent splinters when accidents occur.

By order of the board, F. G. GREVILLE, Secretary.

**PATENT IMPROVEMENTS IN CHRONOMETERS,**  
WATCHES, AND CLOCKS.—E. J. DENT, 52, Strand, and 33, Cockspur-street,  
watch and clock maker, by APPOINTMENT, to the Queen and His Royal Highness  
Prince Albert, begs to acquaint the public, that the manufacture of his chronometers,  
watches, and clocks, is secured by three separate patents, respectively granted in 1836,  
1840, 1842.

Silver lever watches, jewelled in four holes, 6 gu. each; in gold cases, from  
£3 to £10 extra. Gold horizontal watches, with gold dial, from 8 gu. to 12 gu. each.

DENT'S PATENT DIPLIDIOSCOPE, or meridian instrument, is now ready for delivery.

Pamphlets containing a description and directions for its use &c. each, but to customers gratis.

**TO ENGINEERS, CONTRACTORS, &c.—FOR SALE, a**  
LARGE QUANTITY of MALLEABLE IRON RAILS, of the bridge pattern,  
weighing 56 lbs. to the lineal yard. The rails have not been used, and are of the best  
quality; they may be seen, by application, at Sir John Guest and Co.'s wharf, Cardiff,  
and further particulars obtained by applying to H. Ross, Esq., 7, Vernon-place, Blooms-  
bury, London; and J. G. Shaw, Esq., 5, Old Market-place, Bristol.

**TO IRONFOUNDERS—PIG-IRON.—F. A. TIDDEMAN,**  
PURFLEET WHARF, EARL-STREET, BLACKFRIARS, LONDON, has at all  
times a STOCK of PIG-IRON, of the BEST BRANDS, for DISPOSAL, at the lowest pos-  
sible rates.—Delivery immediate, or at the convenience of his customers.

**WILLIAM FOX AND SON, No. 53, CASTLE-STREET,**  
LIVERPOOL, have always on SALE PIG-IRON, RAILWAY BARS, CHAIRS,  
and IRON of every description.—TIN PLATES, WIRE, &c.

**WILSON & FRASER, 2, WELLINGTON-BUILDINGS,**  
LIVERPOOL, and 13, EXCHANGE-PLACE, GLASGOW, have always on SALE  
PIG-IRON, BAR-IRON, RAILWAY CHAIRS, and RAILWAY BARS.

**MESSRS. J. PAINTER AND CO., SHAREBROKERS,**  
MINING AND GENERAL AGENTS,  
25, CASTLE-STREET, LIVERPOOL.  
AFFORD EVERY INFORMATION as to the STATE of the MARKETS, PRICES, &c.,  
upon application.

MINING OFFICES, 1, ST. MICHAEL'S-ALLEY, CORNHILL, LONDON.

**WATSON AND CUELL, MINE AGENTS.**  
N.B.—STATISTICAL INFORMATION furnished (on application) to SHARE-  
HOLDERS in MINES in Cornwall, Devon, Scotland, Ireland, Wales, and Spain.

**WILLIAM TRENEY, DEALER IN RAILWAY AND**  
MINING SHARES.—ESTABLISHED TEN YEARS.  
OFFICES, No. 50, THREADNEEDLE-STREET, LONDON.

**WILLIAM H. SMITH, MINING SHARE AGENT,**  
10, WARFORD-COURT, THROGMORTON-STREET,  
has SHARES FOR SALE in the following MINES—viz.:

WHEAL BLENOWE, WEST SHEPHERD.

WHEAL LOUISA, EAST WHEAL FORTUNE.

WHEAL PENTUAN, VICTORIA TIN MINING COMPANY.

\* Every information will be afforded on application.

**CHARLES T. CRAPP, SHARE DEALER,**  
TAVISTOCK.

**JOHN HARVEY, SHAREBROKER AND ASSAYER,**  
LISKEARD, CORNWALL.

**JAMES LANE, MINING SHAREBROKER,**  
75, OLD BROAD-STREET, LONDON.

**MESSRS. LINTHORNE, JONES, AND CO., STOCK,**  
MINING, AND SHARE AGENTS.

\* Every information will be afforded as to the markets and prices of the above, by  
application (post-paid) at their offices.

45, THREADNEEDLE-STREET, LONDON.

**MESSRS. R. CLARK & CO** beg to acquaint their friends and  
the public in general, that they have taken OFFICES as below, where they in-  
tend to carry on BUSINESS as STOCK, SHARE, and MINING AGENTS; relying with  
confidence upon the method adopted by them for conducting all business entrusted to  
their agency, Messrs. R. C. & Co. solicit a continuance of that support it will be, by strictest  
attention to all orders, their endeavour to deserve.

N.B.—Money advanced upon scrip and other securities.  
3, Austinfriars, Broad-street, Oct. 17, 1846.

**MINING OFFICES, THREE KING'S-COURT, LOMBARD-**  
STREET, LONDON.

Mr. R. TREDINNICK, of Cornwall, being in constant communication with practical  
agents in the several mining districts, PROFFERS his SERVICES to capitalists and ad-  
venturers in the PURCHASE and DISPOSAL of SHARES of every description; also, ob-  
taining authentic reports and data relative thereto. Mr. T. has on sale shares in the best  
dividend-paying mines in Cornwall and Devon, at from three to five years' purchase,  
whilst those on the eve of paying are selling at corresponding low prices. Every infor-  
mation afforded, on personal application, gratuitously.

BUYER in Corndurow, East Croft, North Hoskar, Wheal Jane, Cubert, Alfre, Con-  
sol, Wheal Maria, West Providence, and Wheal Agnes, and SELLER in West Seton,  
Wheal Seton, and all the best dividend paying mines in Cornwall and Devon.

**MINING PROPERTY.—CAPITALISTS** who are disposed to  
INVEST in CORNISH and FOREIGN MINES, will find the present opportunity  
very favourable for so doing. From large sums having been lately diverted from such  
investments for railway speculations, standard mines are now selling at prices that will  
pay the purchaser 20 per cent. per annum for his outlay. There are also other mines  
that are on the eve of paying dividends, which can be recommended with confidence.

Applications to be made to Mr. JAMES HERRON, mining agent, No. 3, Adams's-  
Court, Broad-street, London.

**ASTURIAN MINING COMPANY.**—The directors have  
much pleasure in announcing, that they have received letters from their colleague,  
Mr. Pratt, who, as was stated at the special meeting, had been requested—from a knowl-  
edge of his high character as a mineralogist—to proceed to the Asturias, to examine the  
Ginnabar Mine, before any large expenses were incurred. His report is most satisfactory,  
as fully confirming the statements laid before the shareholders—not only of the ore al-  
ready extracted, but of the mine itself. The crucibles have arrived, together with the  
bricks for the furnaces, so that no time will be lost in converting the ore into quick-  
silver.

**ROYAL SANTIAGO MINING COMPANY.**—The directors  
herewith give Notice, that the HALF-YEARLY GENERAL MEETING of the share-  
holders will be HELD at the office of the company, on Wednesday, the 6th of January  
next, at One o'clock precisely, when the directors will make their report.

38, Broad-street-buildings, Dec. 19, 1846.

**TINCROFT MINING COMPANY.**—Notice is hereby given,  
that a QUARTERLY GENERAL MEETING of the shareholders in this company  
will be HELD at this office, on Thursday, the 24th Dec. next, at Three o'clock in the af-  
ternoon precisely.—44, Finsbury-square, London, Nov. 30, 1846.

**TINCROFT MINING COMPANY.**—Notice is hereby given,  
that a DIVIDEND, being the Eleventh, of TEN SHILLINGS per share, has been  
declared by the directors of this company; and that the same will be PAID to the share-  
holders on Wednesday, the 23rd inst., and succeeding Wednesdays, between the hours of  
Twelve and Four o'clock.—The certificates will be required to be left at the office  
clear days, in order to be examined and marked.—44, Finsbury-square, Dec. 17, 1846.

**TRELEIGH CONSOLIDATED MINING COMPANY.**—  
Notice is hereby given, that a MEETING of the shareholders will be HELD at  
the office, as under, on Monday, the 4th January next, at Eleven for Twelve o'clock pre-  
cisely, when a statement of the accounts, for three months ending the 31st inst., will be  
laid before them. By order of the board, WM. NICHOLSON, Secretary.  
57, Old Broad-street, Dec. 14, 1846.

**NOTICE TO THE MANAGERS OF MINING COMPANIES,**  
SMELTING WORKS, &c.

Mr. MITCHELL (late Mitchell and Field) begs to announce, that ASSAYS and  
ANALYSES of all descriptions of ORES, MINERALS, and FURNACE PRODUCTS, are  
conducted at his LABORATORY, 23, MAWLEY-ROAD, KENTISH TOWN, to which  
direction all communications are to be addressed.

N.B.—Instruction in all branches of assaying and mineral analysis as usual.

**THE PATENT SAFETY FUSE.**  
FOR BLASTING ROCKS IN MINES, QUARRIES, AND FOR SUBMARINE  
OPERATIONS.—This article affords the SAFEST, CHEAPEST, and most EXPEDI-  
TIOUS MODE of effecting this very hazardous operation. From many testimonies to its  
usefulness with which the manufacturers have been favoured from every part of the king-  
dom, they select the following letter, recently received from John Taylor, Esq., F.R.S.,  
&c.:—"I am very glad to hear that my recommendations have been of any service to  
you; they have been given from a thorough conviction of the great usefulness of the  
Safety Fuse; and I am quite willing that you should employ my name as evidence of this."

Manufactured and sold by the Patentees, BICKFORD, SMITH, and DAVEY, Esq.,  
Cornwall.

**STEAM COAL—WITHOUT SMOKE,** as per experiments  
made at her Majesty's Dockyard, Woolwich.

CAMERON'S COALBROOK STEAM COAL, and SWANSEA AND LOUGHOR  
RAILWAY COMPANY.—(Completely Registered and Incorporated.)

OFFICES—5, MOORGATE-STREET, LONDON.

The directors are now prepared to supply steam ship companies, manufacturers, shipbuilders,  
and others, with the company's steam coal, either at the company's wharf (at Swansea, or  
in London). A statement, showing by comparative trial, the superiority of this coal for  
steam purposes over every other, and a scale of prices, may be had on application at the  
company's offices here, or at their wharf at Swansea.—March 18, 1846.



PRESENT POSITION OF THE AMERICAN IRON TRADE.  
(From the *Mining Journal*.)

The beneficial effects of the tariff of 1842 upon the manufacturing interests of our country can be seen every where, but upon some kinds of manufactures its influence has been much greater than upon others. The iron trade, in all its branches, has been more benefited by the passage of that bill than any other manufacturing business. New furnaces and forges have sprung up in various parts of the country, and the manufacture of railroad iron has been the offspring of the tariff of 1842. While there was no duty on railroad iron, it could not be made in this country so cheap as it could in England, and, of course, capitalists would not engage in its manufacture. The specific duty of \$25 per ton imposed upon the article by the tariff of 1842, at once induced the investment of capital, and the growth of the business has been rapid beyond precedent. In the latter part of 1844, the first bar of railroad iron was made in this country. Now the following establishments are either in operation or almost completed:

Names.	Location.	Tons per Annum.
Montour Iron Co.	Danville, Pa.	5000
Wyoming	Wilkesbarre, Pa.	5000
Trenton	Trenton, N. J.	5000
Mount Savage	Maryland	5000
Providence	Providence, R. I.	5000
Hunt	Philadelphia, Pa.	5000
Great Western, near	Pittsburgh, Pa.	5000
Seibert and Wainwright	Philadelphia, Pa.	5000
Grey	Boston, Mass.	5000
Phoenixville	Phoenixville, Pa.	5000
Tremont	Conn.	5000
Fall River	Conn.	5000
Moore and Hoven	Norristown, Pa.	5000
Ellicott's	Baltimore, Md.	5000
Yarmouth	Yarmouth, Mass.	5000
Lackawanna	Luzerne Co., Pa.	5000
Total		Tons 119,000

Of the above-mentioned works all are in operation, except four or five, which are now in process of construction and nearly finished. It will be seen that they are of sufficient capacity to make 119,000 tons of railroad iron per annum, equal to 2288 tons per week, or 382 tons per day. For a mile of railroad, with a heavy track, 90 tons of iron are required. It will be seen, therefore, that iron enough can now be manufactured in the United States, to lay four miles per day, or 1200 miles per year. When we reflect, that only two years have elapsed since the first ton of railroad iron was made in this country, it seems almost incredible that so much has been accomplished in so short a time.

It is estimated that five tons of coal are used in the manufacture of every ton of railroad iron. This gives an aggregate of 595,000 tons of coal used for this purpose, nearly all of which is anthracite. The fact is sufficient to show the important relation which this branch of the iron business holds to the anthracite coal trade of Pennsylvania, and how disastrous would be the effects upon that trade if these establishments should be compelled to suspend operations on account of the low duties imposed on iron by the tariff of 1842.

In producing the amount of railroad iron mentioned above, 300,000 tons of iron ore are used. It is impossible to state accurately the number of hands employed in manufacturing the iron from the time the ore is dug until the rails are finished at the rolling mill. It must be clear, however, that thousands would be thrown out of employment, and that much suffering would necessarily ensue among the labouring classes, if these works should stop.

**THE LEAD TRADE OF ENGLAND AND AMERICA.**—[From the *Morning Post*.]  
—As all matters connected with the lead trade excite much interest at the present moment, it is well to draw attention to the demand, and the probable supply. The home consumption of this metal has gone on for many years increasing so rapidly that the price of ore has risen 3l. per ton since 1842, in the face of an augmented export from America (New Orleans) to this country. In 1840, the quantity shipped from that port was 9600 tons, since which it has advanced to 24,000 tons, the amount of this year's trade with England. The competition of American lead during the period mentioned has tended necessarily to keep down the price of ore in this country, as well as to cause the supply to keep pace with the demand, which, from the extension of railways and other causes, has increased in a most extraordinary manner. More consideration, however, has consequently been given by capitalists to our own resources in respect to this article of commerce; and several associations have been established for its production, on an extended scale, in various parts of the empire, but more especially at the mines of North Wales, which, from the imaginary difficulty of access and egress, were hitherto almost wholly neglected. Added to this fact, we find, by the late advices from New Orleans, that the supply of lead from the interior, for the last autumnal quarter, ending Nov. 10, has fallen off more than 50 per cent., as compared with the ordinary quantity, notwithstanding the stimulus given by Sir Robert Peel to the trade of foreigners, and the present made to the Americans of 1l. per ton by the tariff of that statesman. The Missouri Mines are now, we are assured, exhausted, so far as surface operations are concerned; and it is, therefore, very questionable, notwithstanding the efforts of one who owes his fortune and position to the protection of British interests, whether it will be practicable to export the metal at anything approaching the past prices, now that capital will be required to continue the works. We have frequently contrasted the results of British and foreign mining enterprise, and further evidence is almost every day adduced to confirm the views we have taken on the subject. No doubt, many persons are induced to embark their capital in foreign adventures, under the supposition that the supply is almost exhausted, and sure to produce good dividends; but who ultimately find, to their cost, that most of these wondrous discoveries are superficial things—mere surface workings, requiring as much capital as English mines, to produce a continuous yield and the same results. The Missouri Mines are an instance in point; and, as a contrast, we may mention that the Gogginan Mines, in Cardiganshire, the promoters of which had infinite difficulty in disposing of 100 shares of 5l. each, divided last year clear profits amounting to upwards of 9000l., or 90l. per share. The *New York Daily Tribune*, received by the *Britannia*, states that Missouri lead has advanced to 4.37½ cash, at which price a lot of 5200 pigs had been disposed of. Great Britain and Ireland are clearly the only countries in which capitalists who use sound discretion will embark their money, and persons connected with the trade in lead feel not only certain of competing successfully with the protégés of Sir Robert Peel and foreign enterprise—but look forward to an abundant supply, and considerable increase in the price, of home-produced ores; more especially as last year's consumption is a quarter in arrears, owing to the strike of the operatives. To show what the lead producing trade of this country has had to contend against, it may not be uninteresting to furnish a tabular statement of the exports of the American mineral from New Orleans for the last 12 years:

Year.	Quantity in pigs.	Value in £.
1837	260,223	2,744
1838	294,448	6,703
1839	309,528	9,212
1840	307,307	9,148
1841	434,167	12,921
1842	472,556	14,064
1843	371,949	17,022
1844	639,269	10,085
1845	739,125	31,789
1846	785,394	23,374

**ELECTRIC TELEGRAPH IN AMERICA.**—We learn that iron wires are being laid on some of the southern lines of the United States. Between Philadelphia and Chambersburg "a strong iron cord has been substituted for the frail copper thread; and on the line between Albany and Buffalo, the companies are preparing for a similar change. Iron wire has been bought for the Boston and New York line; but when it will be laid, no one can venture to predict. Mr. Vail, of Washington, who has had more experience in telegraphic matters than any other person—Mr. Morse alone excepted—offered to put up three strong iron wires between Washington and Philadelphia, and four between the latter city and New York, for \$75,000; and with the earnings of these lines, at half the present rates of charge, he would pay all expenses, and return the principal to Government within 12 months! Such are the enormous revenues of a well-managed telegraph. Private capitalists are extending a line west to Ohio; and, by the 1st of Dec., we may expect to be in communication with Pittsburgh. Thence to Cincinnati, Louisville, and St. Louis, the line is being extended as rapidly as the people of those cities can be united in the work. The seaboard line to New Orleans, and the lines to Upper and Lower Canada, are nearly all subscribed for. Instead of a line to connect Cleveland, Detroit, and Chicago, by the lake shores, branches from the Ohio valley line will, probably, be extended to those cities. At least, we hear of no movements for a north-western line from Buffalo.

**THE ELECTRIC TELEGRAPH.**—Arrangements are now in progress for the extension of the electric telegraph on the Great Western Railway. The communication at present is only available as far as Slough, a distance of 18½ miles; but, when the necessary measures are completed, it is intended to extend it in the first place to Bristol. When the communication between the metropolis, Bath, and Bristol, is completed, it is intended, if the sanction of Government can be obtained, to extend the telegraph to Exeter, on the Bristol and Exeter Railway, onwards to Plymouth, on the South Devon Atmospheric line, and thence across the Hamoaze to Falmouth, when the Cornwall Railway comes into operation.

**EXPLOSION OF FIRE-DAMP IN A SHIP.**—D. G. Miller, M.D., in a letter, dated Greenhithe, Dec. 12, says:—"Explosions from 'fire-damp,' or carburetted hydrogen, on board of steam-ships, being very rare, and the possibility of so serious an occurrence not generally known, I have to state that a violent explosion of this nature took place on board the *Sidon* early this morning. The aftermost coal tank contained about 60 tons of coal; and the second engineer having removed the cover, he introduced a lamp into the tank, when the explosion immediately took place. The engineer had his face and hands severely burnt, and three other persons were injured, but not seriously."

## Proceedings of Public Companies.

## MEETINGS DURING THE ENSUING WEEK.

**MONDAY**.....Gaepe Fishery and Coal Mining Company—offices, at Twelve.  
Bank of Australasia—office, at One.  
Waterford, Wexford, Wicklow, and Dublin Railway—offices, at Twelve.  
Charing-cross Bridge Company—office, at One.  
**TUESDAY**.....St. Cleer Consols Mining Company—Liskeard.  
Direct Lincoln, East Retford, and Sheffield Junction Railway—London Tavern, at One.  
West Cornwall Railway—offices, at Two.  
**THURSDAY**.....Tincroft Mining Company—offices, at Three.

[The meetings of Mining Companies are inserted among the Mining Intelligence.]

## THE RHYMNEY IRON COMPANY.

A special general meeting of the proprietors was held on Wednesday, the 16th inst., at the London Tavern, for the purpose of receiving the report of the committee appointed at the meeting, held on 18th ult., for determining on the best mode of raising the necessary sum for the payment of the mortgages and loan notes—or, in other words, to increase the capital of the company—and, by liquidating all claims, to place it in a position to declare dividends from the profits of the company. T. WILSON, Esq., in the chair.

The CHAIRMAN, in opening the proceedings, stated, that while one object was alone to be attained, yet several plans had been presented to the committee and the directors—while difficulties had arisen from legal objections raised, as to the modes proposed of issuing preference shares, or giving to the subscribers of the additional capital any higher rate of interest than 5 per cent. beyond the period of 12 months. The committee and the directors had endeavoured to avoid all legal and technical objections, and had prepared a series of resolutions, which they considered it expedient to adopt. It could not be expected that such would meet the approval of the entire proprietary; but as they had only one object in view, he should be glad to hear the sentiments of those gentlemen assembled, and to take their opinion as to the best course to be pursued. He should request Mr. Coles Child, to afford a more detailed explanation of the effect calculated to be produced by the adoption of the resolutions proposed, and with whom such had originated, feeling convinced that no one was better able, or could do so with more clearness and accuracy, than that gentleman.

The following resolutions were then read:—

1. Creating 10,000 new shares of 15l. each: such shares to be issued rateably to the proprietors, in the proportion of one new share to each old share, at the price of 9l. per share.
2. The said 9l. per share to be paid by instalments; at different periods. Scrip receipts to be given on payment of such instalments; and the holder thereof for the time being shall, on the completion of the payment of the whole 9l. per share, be entitled to the respective number of new shares upon which such payments shall have been made respectively—and, on executing the company's deed, shall have certificates of proprietorship accordingly.
3. Shareholders desiring to have the new shares shall apply, in writing, to the directors, at the office of the company, on or before the 9th day of January next, and shall name in such application the number of new shares claimed, and shall thereby agree to make the payments for the same in the manner, and at the times, above stated.
4. In the event of the aforesaid payments not being punctually made, the right to claim shares shall cease, and the sums which may have been paid shall be absolutely forfeited for the benefit of the company; and the directors shall be at liberty to issue fresh shares, in lieu of those that have been forfeited.
5. If, however, it shall be made to appear to the directors that such default of payment as alluded to shall have arisen from death, absence from the kingdom, or other sufficient cause, they may be at liberty to consider the same; and, if they shall see sufficient cause, restore to the owner or owners such forfeit amounts.
6. Each shareholder shall be entitled to apply for any further shares beyond the proportion before specified; but such applications can only be complied with in the event of other shareholders not applying for their proportion of new shares, or in the event of new shares being forfeited.
7. The new shares to be issued under the last clause shall be allotted amongst the shareholders applying in the proportion which the old shares held by such shareholders may bear to the new shares then to be allotted, and shall be paid for as specified in article No. 2.
8. That, in the event of all the new shares not being applied for by the 9th January next, letters be sent to those who have subscribed for shares beyond their proportion, to inform them, that, upon application, a further proportionate allotment can be made to them.
9. If the proprietors shall not avail themselves of this option, or any part thereof, the directors shall be authorized to complete the amount of the subscription by issuing such new shares remaining to the public at such time and in such manner as the directors may deem advisable.
10. Three new shares held by any one individual shall be deemed, for all the purposes of voting, to be equivalent to one old share.

Mr. COLES CHILD said, the chairman had very properly stated that there had been two points for the consideration of the committee. The first was to submit such a plan to the shareholders as should be certain to meet their approval, and to offer them sufficient inducement to subscribe the required capital; and, secondly, to do so without depreciating the value of the old shares. In their proposition the committee had endeavoured to provide for the raising of the money, without doing any injury to the interests of any class of shareholders. It had been their object fairly to take into consideration the proprietors generally. The position in which they would stand before the public, if they acceded to the plan, would be that of having paid all their debts, and having all the profits for the payment of a future dividend amongst them. The paid-up capital (said Mr. Child) is 500,000l.; reserve fund, 36,183l.; profit, year ending June 30, 1846, is 21,056l.; and additional capital required, 30,000l.—amounting to 647,295l. By the plan proposed, the nominal capital will represent the actual amount invested in the concern by the shareholders, and the reserved fund, or accumulated profits, amounting to nearly 60,000l., is given back to the proprietors in the 6l. bonus on every 15l. share. All the profits made will, in future, be divisible among the shareholders; and the large sum hitherto paid for interest having to be paid no longer, will go to swell the dividend that will henceforward be made. Had the money about to be raised been subsequently paid off in 10 successive years, as originally proposed, a serious drain upon the dividends of those years would have taken place—and for whose benefit? Certainly not for that of the present proprietors, but for the benefit of those who come after, whose share would have then (though nominally 50l.) actually represented 65l. per share—the value this new plan, if carried out, will at once give to them. It is not proposed that the new shares should be entitled to any preference over the old, but should receive their proportion of dividend; and to show the advantages which would at once accrue to every shareholder by the creation of the new shares, let us look to the balance-sheet of the past year, and, for argument's sake, suppose this plan to have been carried out a year ago. The gross profits of the past year were 26,000l., which would, if divided, have paid a dividend on 650,000l. of 4 per cent. Let us divide the new from the old shares; 20,000l. would have been applied to the dividend on the old shares—leaving 6000l. for the new, which would have given to every proprietor nearly 7 per cent. on the 9l. he is called on to pay. Now, I shall be very much disappointed, and I believe all present will share in my disappointment, if the profits of the next year do not double the last; if so, and I do not think it unreasonable to calculate upon such being the case, the old shares at 50l. would pay 8 per cent.; the new (reckoning the amount at 9l.), nearly 14 per cent. Objections may be urged against two classes of shares, existing, representing a different value; and it may be urged that it would be better to make the shares (old and new) of uniform value. I cannot see any advantage in this course, so long as the new are entitled to no preference over the old in the payment of dividends; but, on the contrary, I am of opinion that the new shares, being lighter in amount, will be more readily dealt in than the old shares, which have been always considered too heavy. You may be told to-day, as I have been already, that the plan proposed for your adoption is complicated, and on that ground open to objection. I cannot conceive anything more simple. We propose to give to every shareholder, for every share he now holds, another share of 15l., for which he is required to pay 9l. only, which (if at our next half-yearly meeting the directors think proper to declare a dividend on account of the current year) will at once bear interest, and, I believe, a liberal interest. Various plans have been considered by the committee, all of which, if carried out, would, in my opinion, have depressed the value of the old shares at the expense of the new—for example, the creation of 10,000 preferential shares, bearing an interest of so much per cent. certain (which would have had to be provided for before the division of any profits on the old shares), would have had the effect referred to. Another course that has been suggested has been the creation of new shares, to be issued to the proprietors at 10l. per share, and to be on an equality in every respect with the old 50l. shares. This would have had a similar operation, and only one that would have been more mischievous than the former plans. For that class of our shareholders who might not find it convenient to put their hands into their pockets, and take the new shares, would have seen that, which to them represented 50l., given to the more fortunate proprietor for 10l. This course, it may be said to-day, would make sure of getting the money—but at what cost? It would, it is true, perhaps, raise the value of the new shares to 25l. or 30l., but it would at once and for ever depress the value of the old to its own level. The course, however, recommended to-day effectually supercedes such gross injustice to the old shareholder; for proposing him to be unable—I cannot suppose any one could be found unwilling to take new shares—he sustains no loss by their issue at 9l. to other proprietors or the public; for, assuming the present market value of the 50l. shares to be 30l., by the same calculation, the value of the 15l. is 9l.; and the only additional value given to the new shares over the old is, as I have before stated, in their being lighter in amount, and more easily transferable, as, till 1848, they will be scrip shares; and my belief is, that there will be a considerable demand for them, and that they will bear a considerable premium, and that they will increase the value of the old shares.

Mr. WHEELER, who stated he was a large proprietor, rose for the purpose of expressing his dissent from the proposed measure, as related to the mode in which the increased capital should be raised. He agreed with the resolutions generally, except so far as related to the proposed power to be given to the directors, to apply such shares as might not be subscribed for to themselves, or in such way as they might deem fit. This, he considered, was objectionable, and he could not concur in that portion of the resolutions; while he had a plan to submit to the meeting, which he considered far better calculated to effect the desired object, and, moreover, to uphold the value of their property. It was pro-

posed by the committee, that new shares of 15l. each should be created—the same being sold at, or subscribed for, after the rate of 9l.; or, in other words, that three new shares and one-third, being equal to one old share, should be sold or subscribed for after the rate of 30l. per 50l. share. Now, the objection which presented itself to his mind was, that the old shares, which were generally admitted to be too heavy, would still remain in their present position; and that the 10,000 new shares at 9l., to raise the proposed capital of 90,000l., would, as thirds, or about such proportion, be only available to those who might think fit to subscribe to the new capital, which he, for one, most certainly was not disposed to do. He would suggest to the chairman and to the meeting, that if a general call of 10l. per share on the 10,000 shares, of which the company was constituted, being 100,000l., was made, such, he felt assured, would be unanimously agreed to, and the capital would thus be forthcoming, without entering into those details which were attached to the scheme presented to their notice. Assuming such course was taken, he would then suggest, that upon the 10l. being so paid, making 60l. in all, the present share be divided into two shares, of 30l. each, such being more marketable: this course, he felt satisfied, would meet with the general concurrence of the proprietary; and at the same time that the necessary funds were raised by such means, would augment the value of their shares, which would otherwise, in his opinion, be depreciated by the adoption of the resolution proposed.

The CHAIRMAN, in explanation, stated, that by the reservation to the directors of the shares which might not be taken up, it was never intended that they should derive any exclusive benefit; but following the example set in another company, the object alone was, that they might adopt such course for their issue, as might be deemed most conducive to the interests of the proprietors generally.

Mr. ALD. THOMPSON begged to express his cordial approval of the course submitted to the meeting, in the string of resolutions which had been read. There could be no question, as to the merits or value to be attached to the undertaking; while the profits of the past 12 months alone afforded evidence that large and remunerative returns would result, and such be at once divisible among the proprietary, if the debt, which had been necessarily incurred beyond the original capital of the company, was once discharged. It was to be regretted, that the capital of the company had been confined to 500,000l.—had this been fixed at 50 per cent. over that sum, or 750,000l., there would have been no occasion for the present meeting being held, or for the necessity of providing funds; while they might, on the other hand, have been in the receipt of the surplus profit arising from the works. He fully concurred in the views entertained by the committee, and could not but feel that the proposed alteration of Mr. Wheeler was unwise.

A PROPRIETOR, while he complimented the committee, and the directors, on the trouble and care which they had manifested, in promoting the welfare of the company, must differ with the worthy alderman. He considered that, without adopting the resolutions of the committee, submitted to the meeting, or hastily arriving at any conclusion on the proposition put forward by Mr. Wheeler; yet that it might be prudent to refer the matter generally back to the committee, to adopt whichever course they might on reflection deem the most advisable. He, for one, must confess that he thought there was much to be said in favour of the proposition of Mr. Wheeler; and should be glad if such course, as that suggested by him, was adopted.—The CHAIRMAN wished to make one observation with reference to the remarks of his friend Mr. Alderman Thompson. That gentleman was one of the members who had signed the report that day presented, and he was well pleased to hear him in advocating a measure, which, so far from emanating with him, was, in some measure, at variance with a plan which that gentleman had himself proposed.

Mr. THOMAS SMITH (of Ramsbury) considered it his duty, as a large shareholder, being possessed of 400 shares (or 20,000l. capital invested), to declare his full approval of the measures proposed for adoption. He would not only cheerfully take his proportion—but, as one of the gentlemen who had addressed the meeting (Mr. Wheeler) had declared that he would not take those to which he was entitled, he (Mr. Smith) would at once say, he would take such in addition—satisfied, as he was, that once out of debt, and with steady and increasing returns, as they might fairly contemplate from the increasing demand for iron, the shares would not only advance in price, but they would represent the real value of the property, which they could not be said to do at the present moment.

After a lengthened discussion—the main points of which are, however, embodied in the observations of the preceding speakers—the several resolutions were put *seriatim*, and unanimously agreed to, with the exception of the eighth, which pertained to the appropriation of such shares as should not have been taken up—this, in accordance with the suggestion of Mr. Wheeler, and with the ready assent of the chairman and board of directors, was so far altered, that should any shares remain unappropriated after the 9th January next, such should be first offered to the proprietors *pro rata*.

A vote of thanks to the directors and the committee, for their able services and zeal manifested in promoting the interests of the company, and to the chairman, for his urbane conduct in the chair, having been passed, the meeting dissolved.

**IRISH RAILWAYS.**—Among the many schemes that were sanctioned last session, for giving railway communication to Ireland, there is one—the Waterford, Wexford, Wicklow, and Dublin Company—which is now attracting a great deal of discussion—the shareholders, unfortunately, being divided. The directors are for prosecuting the scheme, while the majority of the shareholders are for "winding up." When the scheme was started last year, they were backed by the Great Western and South Wales Companies to the extent of 250,000l.; but there seems some doubt on the minds of the shareholders of their retaining the support of those companies. The scrip-holders are the greater part Irish, and without the means to pay up calls in the present state of affairs; and some of the English shareholders have subscribed for no less than 30,000l. and if the concern should be carried on by the directors, it is expected they will be sacrificed and ruined—inasmuch as they will be unable to pay up the calls. A meeting of the shareholders was held in Dublin last week, when, after a long discussion, a deputation was formed to wait upon the Great Western Company to obtain a guarantee of 5 per cent., and that they should lease the line; if this is refused, the committee are authorised to use their exertions to dissolve the company. Among the committee appointed, we find Lord Rossmore, Alderman O'Brien, M.P., Sir James Dromair, &c.; and a meeting is appointed for Monday next at the offices of the company in London. In the present state of Irish affairs, we fear the company will be unable to get their calls paid up, should they resolve to go on; and if prosecuted, a vast number of the shareholders will be ruined. A meeting of "scrip-holders, original allottees, and subscribers to the deed," was convened for yesterday, but which, in consequence of the non-arrival of the deputation from Dublin, was postponed. The regular meeting of the company, convened by the directors, will be held at the offices, Strand, on Monday, at which, it is expected, decisive arrangements will be effected, although much opposition is anticipated.

**TAFF VALE AND ABERDARE RAILWAYS.**—Meetings of these companies were respectively held at Bristol, on Tuesday last—Mr. WALTER COFFIN presided at the former, and Sir JOHN GUEST at the latter—when it was resolved to amalgamate on the following terms:—The Taff Vale to pay the Aberdare 5 per cent. upon their subscribed capital of 50,000l. from 1st January, 1847, to 1st January, 1848; the second year, 6 per cent.; third year, 7 per cent.; fourth year, 8 per cent.; fifth year, 9 per cent.; and for the sixth year, and in perpetuity, 10 per cent. And also to pay the interest which may be due upon the sum of 16,600l., borrowed by the Aberdare Railway Company, upon debentures bearing interest at 4½ per cent. The agreement is made upon the understanding, that the sum expended in obtaining the Act, purchase of the land, and construction of the road, does not exceed, say actually paid, 47,000l.; liabilities for the above purposes, 8000l.; stock of waggons, paid, 7000l.; liabilities for ditto, 4500l.; total, 66,600l. The expenditure and liabilities to be ascertained by Mr. Mallard, of Bristol. In case it should be necessary to obtain an Act to carry out the agreement, the expenses to be paid by the two companies.

**PONTOP AND SOUTH SHIELDS RAILWAY.**—A special general meeting of this company was held, at the offices, Guildhall-buildings, on Thursday last—Mr. B. RENNIE, Esq., in the chair—for confirming an agreement for the sale of the line to the York and Newcastle directors. After the usual preliminaries, the CHAIRMAN said an agreement had been entered into, subject to the approval of the proprietors, for sale of the railway and other property belonging to this company, for the sum of 450,000l., to the York and Newcastle Company, possession being given on the 1st January next, from which day that company were to take upon themselves all the debts and liabilities of the Pontop and South Shields Company; and the balance was to be paid to the proprietors in two years, by four equal half-yearly payments, with interest, in the meantime, at the rate of 4 per cent. He (the chairman), therefore, had to move the resolution, "that the meeting approve of the agreement made by the directors, under the Act of last session, for the sale of the railway, &c., to the York and Newcastle Company, and do authorise them to do all acts necessary to carry the same into full effect." The motion having been seconded, the secretary, Mr. R. TILL, stated, in answer to questions put to him by several proprietors, that the liabilities of the company stood thus: the share capital was 300,000l.; advances, 16,667l.; the amount of the mortgage deed, 183,000l.; and the loan debt to the Alliance Insurance Company, 78,000l.; making a total of 478,667l. Against this there would be the 450,000l. purchase money, 10,000l. the value of some collieries, and about 18,000l. outstanding debts to the company—so that, as the chairman had stated, there would, it was expected, be assets enough to return to each proprietor, probably 75l., but certainly not less than 73l. per share.—Mr. W. POLLARD, a proprietor, expressed his opinion, that the rate of interest to be paid by the purchasers, until the completion of the purchase, should not be less than 5 per cent.—Mr. PIERCE, one of the directors, defended the agreement; and observed that the offer of Mr. Hudson, M.P., had been made in a fair, just, and honourable spirit.—After a brief conversation, in which Mr. Borrodale, Mr. Wordsworth, and other gentlemen took part, the resolution was agreed to.—Mr. W. Pollard, being the solitary dissenter.—Thanks were voted to the chairman, and the meeting broke up.



## Mining Correspondence.

## ENGLISH MINES.

**BERGWESSIN SILVER-LEAD.**—We are now into the lode 15 ft. on the north side, 12 ft. of which is like the richest part of the other lode. How much more we have to drive, to cut through, I cannot tell. We are into the lode 8 ft. from the south side. One machine will keep all the coming water, and enable us to go down 30 fms. more.—P. P. COVEN: Dec. 15.

**BARRISTOWN.**—The 40 fm. level end, west of the engine-shaft, is producing stones of ore, but nothing improved since my last. The 18 fm. level end, west of flat-rod shaft, is producing 1 ton per fm.; the lode in the 18 fm. level end east produces about 2 ton per fm. The lode in the 12 fm. level end west produces about 2 ton per fm.; the lode in the rise, in the back of this level, continues to improve. We have intersected some very promising branches in the 28 fm. cross-cut driving south, during the last week. Nothing new in any other part since my last. We shipped on board the smack, this week, 34 tons silver-lead ores, for the ticketing at Holywell.—T. ANGOVE: Dec. 12.

**BEDFORD UNITED.**—At Wheal Marquis, the lode in the 80 fm. level east is 2 ft. wide, producing good work. In the 70 fm. level east the lode is 2½ ft. wide, spar, muncie, and ore—saving work. There has been no lode taken down in the 58 fm. level east since last reported. At Wheal Tavistock, the lode in the 47 fm. level east is 2 ft. wide, composed of muncie, blende, spar, and ore—saving work; and in this level west there is no alteration. The lode in the 35 fm. level east is 15 in. wide, spar, muncie, and ore. In the south engine-shaft, and the adit level east, the lode is without important alteration.—JAMES PHILLIPS: Dec. 15.

**COOK'S KITCHEN.**—At Chapple's lode, at the engine-shaft, we are still engaged in cutting a plat in the 180 fm. level. In the 180 fm. level west, we are carrying 3 ft. of the lode, which is worth 107 per fm. The winze under the 170 fm. level, is down to the 180; but this level is not yet got quite forth to it, which we expect, however, to do at the latter part of the week; we have suspended the 170 fm. level west, for the purpose of putting the men to rise against the winze from the 160; the part of the lode on which we are rising, is worth 207 per fm. In the winze, under the 160 fm. level, is down about 6 fms., where the part of the lode on which we are sinking is 4 ft. wide, and worth 207 per fm.—and we expect to hole in about a fortnight or three weeks; we have, however, as you will perceive by the setting paper, already let the ground on tribute, at 3s. in the 12; and when the communication between the two levels is effected, it will afford every advantage for breaking a large quantity of tin-stuff of good quality; this will be of some benefit to our next sale of tin, but will have much greater effect on the succeeding sales. In the winze, under the 148 fm. level, we are down about 2½ fms., where the part of the lode on which we are sinking is 3 ft. wide, and worth about 87 per fm.; in the 148 fm. level east, the ground is favourable, but the lode is poor. New east shaft is down about 3 fms. below the 140 fm. level, where the lode is poor. We have suspended the 160 fm. level, south from Dunkin's lode; and have put the men to drive the same level west, on a south part of Chapple's lode. The 92 fm. level, west on Eady's lode, is poor. The 80 fm. level east, on the north Tincroft lode, is poor. The amount of tin sold on Friday last, was 19 tons 8 cwt. 8 qrs. 27 lbs., realising 1040l. 18s. 6d. You will perceive, from the foregoing report, that some of our best tin ground, being now nearly completely laid open for efficient working, we shall shortly occupy a better position than we have ever yet done; and our sales of tin, after the next, will be larger than they have hitherto been.—JOSEPH VIVIAN: Dec. 14.

**CUBERT SILVER-LEAD.**—The sumpmen are engaged in cutting cistern plat in the 35 fm. level. In the 25 fm. level, the lode going west is of a promising character, varying from 18 in. to 2 ft. wide, and producing some good work for lead; in this level, driving east, the lode is 1 ft. wide, chiefly soft white spar, muncie, and lead—not at present rich, although a kindly level. In the eastern end, at the 15 fm. level, the lode is 20 in. wide—greater part of which is gossan, yielding rich stones of lead; in the end, going west at that level, there is a pretty good lode, being 2 ft. wide—6 in. of which is rich work, and leaving good tribute ground both in back and bottom. Respecting the tribute department, some of the pitches are improved since the setting day; and on the whole, the prospects are very encouraging. Yesterday we sampled computed 55 tons of silver-lead ores.—R. ROWE: Dec. 11.

**EAST CROWDALE.**—The lode in the 30 fm. level east does not look quite so kindly as it did when reported upon last week: is now 2½ ft. wide, composed of capel, flookan, spar, muncie, white iron, and good spots of copper ore; the stoep, to the west of the winze, below the 20 fm. level, is not quite so good as it has been, though there has been some good work broken in this place in the past week; in the eastern stoep, the lode is 20 in. wide, composed of spar, capel, white iron, and good branches of ore, from 4 to 6 in. wide; on the cross-course south, at the 20 fm. level, there is very appearance that we are within a short distance of another east and west lode, the end at present being very wet.—S. PAUL: Dec. 12.

**EAST TAMAR CONSOLS.**—At Whitson, the ground in Hitchins's shaft continues hard for sinking. The lode in the 54 fm. level south is 20 in. wide—a very promising lode; the 54 north lode is 18 in. wide—good work. The lode in the 46 south is 9 in. wide, fluor-spar and ore. At Furzehill, the lode in Harrison's shaft is 2½ ft. wide—good saving work. The lode in the 38 fm. levels, north and south, is 20 in. wide, producing work of a good quality. The lode in the 30 fm. level is 2 ft. wide—hard and coarse at present.—B. ROBINS: Dec. 15.

**GREAT MICHELL CONSOLS.**—The engine-shaft is down 3½ fms. below the 22 fm. level—the ground rather hard for sinking. In the 22 fm. level east the lode is without important alteration, composed of gossan and spots of ore; in the 22 west the lode is composed of spar, muncie, and spots of ore in places.—T. RICHARDS: Dec. 15.

**GUNNIS LAKE.**—At Chilsworthy, the lode in Bailey's engine-shaft is from 2 to 3 ft. wide, composed of gossan, peach, and spar, with good stones of ore in places. In the 12 fm. level east, the lode is 2 ft. wide, principally peach, gossan, spar, and ore; in this level west, no lode has been taken down.—W. RICHARDS: Dec. 15.

**HAWKMOOR.**—The lode in the 15 fm. level, east of Hitchins's shaft, is upwards of 3 ft. wide, composed of capel, spar, muncie, and spots of ore.—P. RICHARDS: Dec. 15.

**HOLMBUSH.**—The shaftmen are getting on with their contract very well, and have at length reached the back of the 120 fm. level, with a part of the stoep of ground. We have not taken down the lode in the 120 fm. level, west of the great cross-course, since last reported; but have every reason to believe it will prove a good ore—judging from the wall of the same, which presents ore of a good quality for 2 fms., that being the length we had driven west by the side of it since we last reported it, and worth 307 per fm.; in the same level, driving north, the ground is hard; also the ground in the 120 fm. level, south from the winze, is hard. The lode in the rise above the 110 fm. level (on the north part) is 10 in. wide, composed of muncie and stones of ore; the air being so bad in this place, we can make but slow progress. The lode in the 110 fm. level, west of the lead course, is 1 ft. wide, and worth 77 per fm.; in driving east of this level we have met with harder ground, and have not intersected any other part of the lead lode; in the winze sinking below the 110 fm. level, between the great cross-course and lead lode, the lode is 14 in. wide, and worth 127 per fm. The lode in the 100 fm. level south is 20 in. wide, composed of spar, prun, and stones of lead. The lead pitches, on the whole, are looking much the same as they were last week.—W. LEAN: Dec. 15.

**LANIVET CONSOLS.**—The leader part of the lode, in the 80 fm. level west, is 2 ft. wide, producing rich stones of yellow ore, more kindly than it was when last reported. In the 80 fm. level east the leader part of the lode is 2½ ft. wide, a good ore lode, much improved since last reported, and better than it was in the level above; throughout the operations at this level, the lode has not been so good as it has these last 2 fms. We have cut through the lode in the 40, which is 5 fms. wide; it has occasionally produced some stones of ore, but not worth saving. In the 30 fm. level east the lode remains much as last reported. We have for our next sampling 90 tons of ore.—H. WILLIAMS: Dec. 15.

**LEWIS.**—The lode in the 60 fm. level end, east of Wheal Nutt engine-shaft, is 2½ ft. wide, worth 67 per fm. for tin. The 60 west is suspended, in order to put the men to hole copper ore shaft at the 60. The lode in the 50 fm. level end east is 7 ft. wide, worth 607 per fm. for tin; we are continuing the cross-cut south at the 50, west of engine-shaft, ground hard. The lode in the 40 fm. level end east is 2 ft. wide, worth 87 per fm. for tin; the lode in tin shaft, sinking under the 40 fm. level, is 4 ft. wide, worth 87 per fm. for tin; the lode in the winze, sinking under the 40 fm. level, on south branch, is 8 in. wide, worth 50s. per fm. for tin. The lode in the 30 fm. level end east is 2 ft. wide, worth 57 per fm. for tin; the lode in the 30 west, on south branch, is 10 in. wide, set at 11s. in the 12 for saving the tin—the back and bottom of this level is now being worked at an average tribute of 11s. Our stamping machine commenced to work on Thursday, 10th inst.; but in consequence of the boiler-house walls not being up, in order to put on the roof, and being so much exposed to this severe frost and snow, we cannot get on so well as we wish, as it takes more coals to get a sufficient quantity of steam.—S. S. NOEL: Dec. 12.

**MENDIP HILLS.**—The lode in Stainaby's shaft has rather increased in size during the past week, it being more than 7 ft. wide, with two very regular walls, underlying west about 2½ ft. per fm.; the greater part of the flookan, which has hitherto been the principal part of the lode, is cut out of the shaft—it is now chiefly composed of limestone, quartz, iron, and spots of lead in places, with a small stream of water issuing from the bottom of the shaft. The appearance of the lode, in the 38 fm. level south, continues much the same as last reported on, composed of flookan, intermixed with limestone; the ground continues favourable for driving.—F. C. HARPUR: Dec.

**SILVER VALLEY.**—The shaftmen are now engaged in putting in beams and cistern, in order to fix a lift at the 40 fm. level, for taking up part of the water from the bottom of the shaft, which will be a great advantage, as we

shall then be able to sink faster, and with less expense; in the eastern end, at this level, the lode is 2½ ft. wide, containing a small proportion of tin, and some spots of copper ore; the lode in the western level is composed chiefly of peach, with a little tin in places, but at present it is not worth saving. In the 30 fm. level west the lode is 3 ft. wide—half of which is tolerably good tin work. At the silver mine, in the 10 fm. level west, the lode is 3 ft. wide, composed of flookan, quartz, and carbonate of iron, with spots of silver-lead ore. We have commenced to drive the 20 fm. level west, to prove the ground 10 fms. deeper, west of the 10 fm. end; the lode in the eastern end is composed of flookan, with some quartz, and viens of muncie. In stopping the bottom of the 30 fm. level west the lode is 20 in. wide, all of which we are saving for work, and, at the same time, selecting some stones rich in silver. We are now driving the adit level west, at Callington Commons, on the silver lode, which is 2 ft. wide, composed of flookan and quartz, intermixed with muncie. At Wheal Sisters, in the adit level, the lode is now more settled; and, although small, it carries a regular branch of carbonate of iron, and a little silver, but not rich.—SAMUEL RICHARDS: Dec. 14.

**SOUTH TAMAR UNITED.**—The weather has been very much against the masons in building the engine-house, so that they are not getting on as expeditious as I should wish, as the frost and snow are very severe in this part. We have cleared up the adit shaft since our last report, and cleared north from the shaft 20 fms.—B. ROBINS: Dec. 15.

**TRELEIGH CONSOLS.**—Christoe's shaft, below the 100 fathom level, is sinking in the country. In the 100, east of Christoe's shaft, lode 2½ ft. wide, still promising, now worth 107 per fm.; in the 100, west of Christoe's shaft, lode 1 ft. wide, without mineral, but more kindly. Garden's shaft, below the 90 fm. level, sinking in the country—this is hard for breaking. In the 90, west of Garden's shaft, lode 2½ ft. wide, but very little ore. In the 89, west of Garden's shaft, lode about 2 ft. wide, producing stones of ore. The winze below the 70 west, is holed on the 80 end; the men will resume driving the 70 west of Garden's; in the 70, west of Good Fortune, driving on the south part of the lode, is producing good stones of ore. In the 60, west of Symons's, lode 20 in. wide, worth 47 per fm. In the 50, east of north lode, lode 18 in. wide, no ore. In the 44, west of Symons's, lode 10 in. wide, worth 37 per fm.—this is more promising. In the adit cross-cut south, but little done this week, not having sufficient air; the men are driving the 20 west, when there is no air to work in the adit cross-cut.—W. SYMONS: Dec. 12.

**UNITED HILLS.**—In the 90 fm. level, east of Williams's shaft, the lode is 4 ft. wide, unproductive; in the 90 fm. level, west of Williams's shaft, we have commenced driving south, to cut the south part of the lode—we cannot report its value until next week; in the stoep, back of the 90, east of Williams's, lode 2½ ft. wide, worth 207 per fm.; in the stoep, back of the 90, west of Williams's, lode 3 ft. wide, worth 257 per fm. In the 80, east of Williams's shaft, lode 4 ft. wide, worth 67 per fm.; in the 80, north-west of Williams's shaft, ground harder for driving than last reported. In the 70, east of eastern shaft, lode 2½ ft. wide, worth 107 per fm.; in the 70, west of James's shaft, lode 2 ft. wide, worth 107 per fm.; in the stoep, bottom of the 70, west of eastern shaft, lode 3 ft. wide, worth 207 per fm. In the winze, under the 60, west of Harper's winze, lode 3 ft. wide, worth 97 per fm. In the shallow adit end east, lode 3½ ft. wide, worth 37 per fm. At Wheal Charles, in the 50, east of Gibson's shaft, lode 2 ft. wide, poor. In the 40, east of Gibson's shaft, lode 4½ ft. wide, worth 167 per fm. At Wheal Sparrow, in the 40, west of Tonkin's winze, lode 2 ft. wide, worth 37 per fm. In the 30, west of Turner's shaft, lode 4 ft. wide, worth 67 per fm.; Turner's shaft, under the 30, lode 3½ ft. wide, worth 157 per fm.—T. TREVENEN; R. WILLIAMS: Dec. 11.

**VICTORIA.**—We have had, during the last three or four days, some very heavy falls of snow, which has prevented us from getting on with our surface work as fast as I should have wished; and, if it continue, it will retard our progress greatly. Preparations are being made to supply our lift of pumps in time for the engine next month.—J. CHYNOWETH: Dec. 14.

**WEST WHEAL JEWELL.**—In the 115 fm. level, east of Hodges's cross-course, on the Wheal Jewel lode, the lode is not taken down in the past week. In the 85 cross-cut south, on Williams's cross-course, the ground is still favourable for driving. In the 12 fm. level, west of Quarry shaft, on Tolcarne tin lode, the lode is 18 in. wide, worth 127 per fm.; in the winze, in the bottom of this level, the lode is 20 in. wide, worth 307 per fm.; in the winze, east of Quarry shaft, in the bottom of the 12 fm. level, on same lode, the lode is 1 ft. wide, worth 77 per fm.; in the 12 fm. level, west of old stump shaft, on same lode, the lode is 9 in. wide, producing little tin; in the winze, west of Quarry shaft, in the bottom of the deep adit, on same lode, the lode is 2½ ft. wide, worth 307 per fm.—RICHARD JOHNS: Dec. 14.

**WEST WHEAL MARIA.**—The eastern engine-shaft is down about 27 fms. 3 ft., ground hard for sinking; the lode in the shaft is about 6 ft. wide, producing good stones of ore; the sumpmen have not been able to work in the shaft all their time in the past week, in consequence of putting down the main rods in the western engine-shaft. At this shaft, the sumpmen are still going forward with their work, as I reported to you last week, preparing to fix the plunger-lift. After we fix this lift, I hope to fork the mine in three weeks.—THOMAS RODDA: Dec. 14.

**WHEAL ADAMS.**—The 50 fm. level driving south, on the eastern lead lode, is a little improved since last reported, worth about 77 per fm.; we have not many fms. more to drive to get to the point of horse, where it made the best bunch of lead in the bottom of the 40 fm. level; in the 50 fm. level driving south, on the western silver-lead lode, the lode is 2 ft. wide, worth 57 per fm.; the rise in the back of the 50 fm. level is little improved this last week. The 40 fm. level driving north, on the western lode, is very much the same as last reported; the two tribute pitches that are in the back of the 40 fm. level, which are working at 7s. in the 12, are looking very well at this time. In the eastern lead lode that we cut in the 28 fm. level, last month, they have a good lode in the south end; north and south of the cross-cut there are four men driving on tribute for 11s. in the 12; I think that most of the tributaries are getting fair wages in their tribute. We cut the eastern lead lode 5 fms. 4 ft. to the east of the old engine-shaft, at the 35 fm. level, last week; this lode has a very promising appearance; the lode is 2 ft. wide, with lead and spar—this is a very important feature in the mine, seeing that it has not cut any near; at the 40 fm. level, between the old shaft and the new one, there is a cross-cut driving east about 15 fms. to the north of the new shaft—but I find by my dialling that it is not driven far enough east to cut it; the lode that we cut at the 35 fm. level, in the old engine-shaft, is worth about 47 per fm., where they cut it; I have set the men to drive on it for 20s. per fm., and 5s. in the 12 for the lead.—THOMAS MOYLE: Dec. 15.

**WHEAL AGNES.**—The lode in the levels is 18 in. wide—saving work; the appearance of the mine is just the same as last week's report.—B. ROBINS: Dec. 15.

**WHEAL BARBARA.**—We have driven the adit end east about 6 ft. this week, the ground rather hard, the lode increased in size to about 2½ ft., stones of lead and some copper occasionally. The cross-cut south, at the extremity of Penton estate, is in about 3 fms.—Dec. 5.—My report to-day I hope will give entire satisfaction; my best expectations are realised at this point of the adit east, on No. 1 lode, which is increased from 2½ to 3 to 4 ft., composed of beautiful hard and soft spar, prun, flookan, with lead and copper; good stones of the latter have been broken to day, as well as for several days past; the lode is all I can wish: better at this depth we must not ought not to expect—in a word, I have never seen this or any other lode so generally promising as at this time. We have commenced sinking the Quarry shaft from the adit end, in which is No. 1 lode, large and kindly. Progress in the western cross-cut is not so great as expected, the weather having been hindering at this exposed place.—Dec. 12.

**WHEAL CONCORD.**—The lode in the 38 fm. level, west from the engine-shaft, is 2 ft. wide, principally soft kyllas. In the 28 west, the lode is 2 ft. wide—spar, muncie, and particles of lead—a promising lode; at the same level east, the lode is 2½ ft. wide—quartz, slate, and muncie. In rising above the 20 east, the lode is 3 ft. wide, producing stones of lead and blende; we have set the back of the 28 west on tribute, at 10s. 6d. in the 12; as no one would take the back of the 20 on tribute, it has been set on tribute as before—the lode is producing some good work. The stoep, in the back and bottom of the 10, are still looking well. In the dressing department, we have ceased bucking altogether, and the ore will in future be crushed—the machine is nearly ready; this will effect a considerable saving in the price paid for dressing, as well as enable us, if required, to do more work in the time. We sampled to-day our lead ores, computed 30 tons; and have sent samples to the different smelting companies, and one to you by this post. The 22d is fixed as the day of sale; immediately after which you shall be informed all particulars respecting the purchaser, &c.—J. B. CLYMO: Dec. 12.

**WHEAL FRANCO.**—The ore sampled for Nov. was 150 tons; the appearance showed a higher produce, arising, probably, from the new arrangements for dressing being brought into operation; the assay will, however, be the test. The alterations at the surface begin to tell; and when the new wheels for working the jigg machines are in place, this mine will be as complete as any of her size in the two counties. Four of Brunton's belts are in the course of erection for dressing the waste ores, being the first application of them to copper. The pitches are looking just as usual; one new pitch was set in in the 32 fm. level at 5s. in the 12, in the lode which had been driven by for 30 fms. in length, and is looking well. The engine-shaft is down 10 fms. below the 32, and will be down to the 47 by February next.—Dec. 17.

**WHEAL LOUISA.**—The engine-shaft is down, and we are driving towards the lode at the 30 fm. level. Since we began driving, we have crossed several branches, running parallel with the lode, underlying south, richly spotted with ore—the indications being highly encouraging; and, if our lode be as rich as the branches, our home adventurers' expectations will be fairly realised. On the south part of the mine, I have taken the men to go in advance of the end to eastward, knowing that Wheal Arvose and Hewas Consols lodes are still before us; these have been very productive, and are at this time of great

promise, and our home adventurers were very anxious to see the lode. I am happy to inform you that, on Monday, we cut two lodes, showing a beautiful gossan, running in the same direction as the before-mentioned lode should take; but, in consequence of the heavy fall of snow, it has prevented as from doing as we should otherwise; I hope to be able to report more fully next week.—JAMES CHYNOWETH: Dec. 14.

**WHEAL MARY PENTUAN.**—On Friday last, we set to our men, in the usual way, the adit end, to drive south-west, at 45s. per fm. for the month, or cut the lode. The appearances of the ground through which we are driving, and the numerous branches we are crossing, show that the lode is near; but, in consequence of the heavy fall of snow, it has hindered us from doing anything on the middle lode, but hope to report next week.—J. CHYNOWETH: Dec. 14.

**WHEAL WALTER.**—I beg to inform you, that the C lode, in the 20 fm. level, is 4 ft. wide, east and west of the London shaft, composed of spar, muncie, and spots of ore, looking promising; the same lode, at the 30 fm. level, east and west, is 2 ft. wide, composed of spar, muncie, and kyllas. We have cut the D lode; it is 1 ft. wide, composed of spar and muncie. We have opened 40 fms. on B lode, but no improvement.—JAMES ORIE: Dec. 10.

## CALLINGTON MINING COMPANY.

The quarterly general meeting of shareholders was held at the offices, 44, Finsbury-square, on Friday, the 18th inst., pursuant to circular, to receive a report on the state of the mine, and the accounts.

R. HODGSON, Esq., in the chair.

The circular convening the meeting having been read, and some brief observations made by the chairman, the following report from Capt. Phillips was also read; and the accounts, an abstract of which appeared in our columns of last week, were submitted.

## REPORT.

*Callington Mines, Dec. 14.*—The quarterly meeting of shareholders being now about to be held, I beg to hand you the following report for the same:—Johnson's engine-shaft is now 126 fms. below the adit level—sunk 46 fms. by the present company; we have commenced cross-cutting for a 135 fm. level, leaving 6 ft. for fork and whim plat. The 112 fm. level is being driven north by six men, through ground that will work at moderate rates; in the south end we have intersected Johnson's lode—a cross-course, composed of quartz and decomposed felspar—at the same time, crossing both in an oblique direction; good stones of tin and copper ores were found at the junction, which gradually decreased when driven on. The lead lode is rather disordered, producing silver-lead ores; the back will work at a high figure. In the 100 fm. level north the lode has been thrown out of its usual course by a hard bar of ground; at present, it is become settled and regular, producing some good work, and opening ground that will be taken away at a fair profit to the company; in the south level the ground is hard, with occasional small bunches of silver-lead ores. The 90 fm. level south continues productive—the work broken, generally speaking, being pretty good, intermixed with a larger portion of quartz than usual—the ground is hard; in the north level all the ground opened will pay for taking away. In the 80 fm. level north the lode is producing silver-lead ores. Such winzes have been sunk as are necessary for ventilating the different levels, and laying open the ground for tributaries to work in the most convenient manner.

The different tribute pitches show a fair prospect for the future. At the north mine, the lode has been cut at the 100 fm. level, the underlay being considerably less than in the levels above; in the north end the lode looks promising, intermixed with silver-lead ores; the south end is improving, and the back will work at a low figure; the clay slate is soft and congenial. A 12-in. forcing lift of pumps, 30 fms. in length, has been fixed at this level, enabling us to command the water much better than before; our engine is now going eight strokes per minute. In the 90 fm. level south we have driven through the copper lode, which has a very promising appearance; it is about 15 in. wide, producing good stones of copper ore. The lead lode to the south of this is in a very soft and favourable strata of ground; the back will be taken away in low tributaries; in the north end the ground is not so congenial, being rather hard—the lode is intermixed with soft fluor-spar, and producing silver-lead ores. The 80 fm. level is now extended a little to the south of the count-house shaft, which is now in course of sinking below the 70; the lode is composed of carbonate of iron, and intermixed with silver-lead ores; the back will pay for working in moderate tribute, on the value of the lead; at present, we are not driving north at this level. In the 70 fathom level south the lode is producing silver-lead ores. The 40 fm. level north has been driven a short distance; the lode is small, intermixed with muncie and lead; the ground is very soft and congenial, having intersected (what we consider to be) the Kellybray lode; we have suspended the north end, and commenced driving east on the same—this object being of paramount importance. The ground from here to the great cross-course being very much disordered, and not altogether congenial for the production of large deposits of copper ore—we do not look forward to any profitable results, previous to driving through the same. We expect 50 fms. will accomplish this object, and bring us into that channel of ground, where we may expect to sample remuneration for the required outlay. From the appearance of the ground at the present time, we can drive about 6 fms. per month. Soon as we conveniently can, the north end will be resumed, for the purpose of seeing the lead lode through a soft and decomposing course of elvans, now to the north of us; the same having gone through the engine-shaft between the 20 and 30 fms. levels, having met with rich deposits in a similar channel of ground at the south mine, producing 65 ozs. of silver to the ton of ore. Adjoining Kellybray estate, 169 fathoms to the south-east of the north engine-shaft, we have discovered and sunk about 8 fms. on the Kellybray lode, which is one of the most promising on the back ever opened in the county, averaging from 3 ft. to 4 ft. wide, with a south underlay, composed mostly of a rich-looking gossan, first of a yellowish tinge, and, as we get deeper, of a brownish—iron being more prevalent. In the last two fathoms sinking, we met with rich copper ores, disintegrated through the lode—sometimes a rich vein of yellow, through a gossan stone; at other times, particles of the same, coated black, intermixed with a very kindly spar. This part was perfectly dry previous to the heavy rains setting in—being drained by the great cross-course; since this time, we have been completely overpowered by the surface water, rendering all our attempts to proceed useless. An engine, of 22-in. or 24-in. cylinder, erected here, would enable us to open this lode in an expeditious manner—the same being made to answer the purposes of pumping and winding; and when a communication is opened from here to the north mine, to allow the water to pass in that direction, this engine could be applied solely to the purposes of winding.—J. T. PHILLIPS.

The proceedings of the meeting partook of rather that of a *conversazione*, than any particular order—the utmost freedom being observed throughout in making inquiries, and furnishing solutions; each one and other appearing to be well pleased with the tidings afforded by the chairman, who had only that day returned from Cornwall; and the explanations rendered by Mr. P. N. Johnson and Mr. Stainaby. It will be our object, however, without particularising the several speakers, to place before the absent shareholders the main features which presented themselves, and to which attention appeared to be more particularly directed.

As relates to the present workings of the mines, and the prospects held out, we have the authority of Mr. P. N. Johnson for stating, that certainly a continuity of the present returns or profits may be calculated upon for the next 12 months, while the mine is being fairly worked—the discoveries keeping pace with the ore extracted, if not more—and thus the mine may be considered as advancing, rather than retrograding. The present monthly cost is about 1700l.—while the ore raised may be set down at 100 tons, which, at the present price of 21l. per ton, would leave 300l. to 400l. surplus monthly, if the operations be alone confined to the present points of working. It was, however, a question for the consideration of the shareholders, whether the operations should not be extended, and a further outlay made, in exploring a lode which had been discovered within the past few months, east of the cross-course which was a parallel lode, south of that in Holmbush, which had heretofore been so productive. This would be attended with an expense of (say) 1000l., which would, of course, have to be withdrawn from the surplus profits, so as to render any call unnecessary; but such would considerably add, not only to the value of the mine, and increase the plant, but, doubtless, place the adventurers in the position of possessing an additional set, as such might be termed. In Mr. Johnson's opinion, it might be desirable to put up a temporary engine; and, with an expenditure of 50l. to 60l. per month, he felt satisfied that the lode might be tried virtually, it having been already backed 160 fms.—while, by driving on the 40 fm. level from the lead lode, which was about 54 fms. from the lode, and which would occupy some eight or nine months, it would be fairly proved, both by sinking on the underlay and in depth. In the end, the course to be taken was left to the discretion of the directors, after consultation with Mr. P. N. Johnson on the subject.

From the accounts submitted, it appeared that, in addition to the dividend just declared, which did not take in the accounts beyond September, the returns for the succeeding month were 465l. over and above the cost—and that the same, or nearly so, might be calculated upon for the past and present months—so that, except any sum should be abstracted for the purpose of working the Kellybray (or new discovery) lode, there would be certainly fair dividends of 1l. per share, or 4000l., in the ensuing 12 months.

Specimens of the lode were laid on the table, composed of a "kenly" gossan, with sparks of ore, of a most encouraging nature.—Among the few shareholders (and they were nearly all) who took a part in the proceedings, were Messrs. Field, Herron, James, Winstanley, and Holland.

A vote of thanks having been passed to the chairman and board of directors, as also to Mr. P. N. Johnson, the meeting adjourned.

The accounts submitted will be found in our Journal of last week.

## GENERAL MINING COMPANY FOR IRELAND.

The second half-yearly meeting was held at the offices, Burgh-quay, Dublin, on Monday, the 7th inst., and was well attended. In the absence of Sir James Murray, the chairman, THOMAS J. QUINCY, Esq., presided, and entered fully into the objects of the meeting and prospects of the undertaking.

THOMAS MAGUIRE, Esq. (the secretary), read the following report:—

"Employ the people, and enrich yourselves, by developing the great natural resources of the country."

In reporting the progress made in the company's affairs for the last six months, your directors have to state, that, owing to the general gloom in the money market, they have been, as yet, unable to get the call paid on more than 3000 shares; yet, notwithstanding the very limited capital thus placed at their disposal, your directors consider their unsolicited success is deserving of congratulation—particularly when it is recalled, that within the short space of six months, by judicious management, returns of 4000l. have been made on the balance-sheet, your directors have to state, that they have secured 2000 tons of copper, and at Flint upwards of 40 tons of lead ore—the returns of which will come under their proper head in their next report: independently of which, your directors state, that there are about 90 tons of lead and 35 tons of copper ore, now in the course of dressing, for shipment in January and February next. Under these favourable circumstances, your directors are sanguine, that, with their continued exertions, aided by the proprietary, they will, by the next report, be enabled to give substantial proofs to the shareholders that their Irish mining enterprise is capable of being placed on a firm and profitable basis as any in the sister kingdom. Your directors, in pursuance



of the important trust reposed in them, having determined to use every justifiable means of limiting the expenditure of the company, have entered into negotiations for the reduction of the royalties on certain mines held by them. As yet, however, their arrangements are not sufficiently matured to be brought forward, or stated here in detail; but the directors have come to the determination of working such mines only as are held under landlords willing to "live and let live."

**Lachmore Copper Mine.**—With its extensive and valuable machinery, capable of drawing and unwinding to a depth of 200 fathoms, has been kept at work on a very limited scale; and, though now trials were decided on being made in several levels, and with every favourable prospect of success, the directors have been, from want of means, obliged to defer the advantages, and now continue to work on the old levels. On this mine there are about 50 persons employed.

**Tourin Brien Copper Mine.**—The directors have not as yet commenced operations, although favourably reported on. **Shallow Lead Mines.**—*East Shallow* holds out good expectations, and would afford favourable prospects for more extensive operations, but that the high royalty-fee (1-10th) at which it is at present held, is found to leave too light a profit to the company to warrant the directors in trying the mine at depth. *West Shallow*: the proprietor of this mine, Mr. Newenham, has reduced his royalty to 1-20th, with one year free, which will enable your directors to prosecute with spirit the working of this mine—they having already commenced to sink a shaft, which gives favourable indications—bearing out the report originally made on this mine.—There are upwards of 100 persons employed on the Shallow Mines. As it is evident that no speculation, much less that of mining, can be carried on without adequate means, your directors have been restrained from entering upon other royalties, which, in several instances, have been offered to their notice upon favourable terms (from the fact of the call not having been more generally responded to), unwilling, as they are, to take upon themselves the responsibility of new engagements, ever so flattering, without sufficient funds to meet every emergency. In conclusion, the directors pledge themselves to use their best exertions to forward the interest of the proprietary; and, judging of the future by reference to past experience, they are most sanguine, that, by perseverance and judicious management, a very small proportion of the stated capital will be required to make the General Mining Company for Ireland, not only remunerative to its shareholders, but highly beneficial in aiding to develop the industrial resources of the country.

A statement of accounts for the last half-year was then read, when **MICHAEL O'GRADY, Esq.**, moved—"That the report and audited balance-sheet, then read, be adopted," which was seconded by **T. McNALLY, Esq.**, and carried unanimously.—**Dr. BRADY** spoke at length on the bright prospects of the company—recapitulating in detail the company's proceedings, *ab initio* up to the present time. The Director's statement was well received, and seemed to give very general satisfaction.—**R. McDONNELL, Esq.**, expressed in strong language the zeal, talent, and industry, displayed by the directors, in having, within the short space of six months, realised returns nearly equal to the amount of their mining expenditure—an example, as he said, unparalleled, not only in this, but in any country on the face of the globe. He then moved—"That a sum of 250*l.* be allotted to the directors for the past year," which was seconded by **T. TUTT, Esq.**, and passed unanimously.—Some general conversation ensued, as to the unfairness of shareholders not paying their calls in due time, &c., when **RANDALL McDONNELL, Esq.**, moved, and **L. PURCELL, Esq.**, seconded—"That the directors take, without delay, the most prompt measures to enforce the payment of outstanding calls."—After a vote of thanks to the chairman, the meeting separated.

**Bresore Mine.**—A meeting of adventurers was held at the mine on the 1st inst., when the accounts for Aug., Sept., and Oct., were submitted and allowed, and a call of 1*l.* per share made, for the further prosecution of the mine. The following is a statement of accounts:—By balance at last account, 104*l.* 12*s.* 8*d.*; received for calls in arrears, 25*l.*; ditto on account of last call, 232*l.*; sale of lead (less dues), 288*l.* 16*s.* 4*d.*—645*l.* 9*s.*—To cost for August, September, and Oct., 502*l.* 12*s.* 4*d.*—leaving balance in hand of 142*l.* 16*s.* 8*d.*

**East Pool.**—A meeting of shareholders was held on the mine, on Tuesday, the 15th inst., when the following accounts were passed and allowed:—To costs, &c., for October and November, 787*l.* 8*s.* 8*d.*—By balance at last account, 177*l.* 10*s.* 8*d.*; sale of ores (less dues), 524*l.* 11*s.*; materials sold, &c., 3*l.* 14*s.* 7*d.*—705*l.* 10*s.* 3*d.*—leaving balance against the adventurers, 81*l.* 7*s.* 5*d.*

**East Wheal Rose.**—A meeting of shareholders was held at Farquharson's Hotel, Truro, on Tuesday last, when the accounts were examined and allowed as follows:—By balance at last account, 2769*l.* 7*s.*; sales of ores, less lord's and Stannary Court dues, 9290*l.* 6*s.* 8*d.*; received of Cargill adventurers for supplies, &c., 877*l.* 10*s.* 10*d.*—12,077*l.* 4*s.* 6*d.*—To costs, merchants' and coal bills for Sept. and Oct., 6102*l.* 8*s.* 7*d.*; cost for new machinery, 500*l.*; income and land taxes, 134*l.* 12*s.* 8*d.*; discount on ore bills, 30*l.* 8*s.* 8*d.*; dividend of 20*l.* per share, now declared, 2560*l.*—9827*l.* 4*s.* 11*d.*—leaving balance in favour of the adventurers, 2749*l.* 19*s.* 7*d.*

**Kirkcudbrightshire.**—At the monthly meeting, held on Tuesday last, a call of 1*l.* per share was made.

**Llanestfennel Consols.**—A meeting of shareholders was held at Callington on Friday, the 11th inst.—**W. HENDER, Esq.**, in the chair. Several resolutions were proposed, and unanimously passed; and a call of 8*s.* per share was made, which was all that the meeting deemed necessary for immediate purposes. It appears that the company are raising cohes, considered of great value, and now much in request, and for which their agent is about proceeding to London and Bristol, for establishing a market. Exclusive of manganese, with which the sett abounds, they have opened a very promising copper lode, on which active operations are about being made.

**Lostwithiel Consols.**—A general meeting of adventurers, pursuant to adjournment and circular, was held at the offices of James Crofts, Esq., 4, King-street, Cheapside, on Tuesday, the 15th inst.; when the several regulations to be observed, for governing the affairs of the company, were resolved upon, and ordered to be entered in the cost-book of the mine. The business being of a formal character, having reference to the several appointments of members of the committee, secretary, and purser, the several resolutions (which will be found in our advertising columns) having been passed, the meeting was declared adjourned. In the desultory conversation which took place, we may observe that a strongly expressed feeling was manifested on the part of Mr. Offord and other gentlemen, as to the beneficial issue which might, with confidence, be expected to result from the proposed measures; and a call of 5*l.* per share was accordingly made, to put the committee in a position to prosecute the workings with spirit and energy. It was, however, understood that 20 per cent. only would be called for in the first instance, and that due notice would be given of the remaining portion to be called for, as necessity required. Thanks having been voted to the chairman, the meeting separated.

**West Wheal Seton.**—A meeting of adventurers was held at Tyack's Hotel, Camborne, on Tuesday, the 15th inst., when the labour cost-sheet for the eighth month, ending November, and amounting to 651*l.* 5*s.* 6*d.*, were laid on the table, with the merchants' accounts, 1882*l.* 19*s.* 6*d.*—together, 2034*l.* 5*s.*; while on the credit side, is balance in pursuer's hands, 238*l.* 4*s.* 4*d.*, which, with call declared 15th April, of 1000*l.*, leaves a balance against the mine of 796*l.* 0*s.* 8*d.*. It was therefore resolved, that the accounts be allowed; and, with the view of liquidating the balance due, that a call of 6*l.* per 1-20th share be made; and further resolved, that the purchase of the engine by Capt. Lean be approved of; and that the next meeting of the adventurers be held early in the month of March ensuing.

**West Wheal Treasury.**—A meeting was held at the mine on the 30th ult., when the accounts for June, July, Aug., and Sept., were presented, showing labour cost, 818*l.* 14*s.* 9*d.*; merchants' bills, 291*l.* 6*s.* 8*d.*—1110*l.* 0*s.* 6*d.*—By copper ores sold July 9, and Sept. 10 (less dues), 957*l.* 19*s.* 9*d.*; bill charged in error, 8*l.* 11*s.* 2*d.*—showing balance against the mine of 143*l.* 9*s.* 7*d.*; which, with balance of last account (49*l.* 18*s.* 4*d.*), leaves now due pursuer, 193*l.* 7*s.* 11*d.*. The following report was read:—Since the report of the mine in July last, which referred to Wheal Jane lode as an object of great interest, it has been intersected in the last fortnight under rather favourable circumstances, yielding ore of a produce of 64 per cent., though only stones dispersed through the lode. Should this improve, and make a continuous branch, the ground being very easy, we might realise returns very fast; but we must go deeper, as our ore ground in the 40 cannot be available until the shaft is sunk another 10 fms.: by virtue of the new engine, our present reserves from the 40 upward are not equal to our necessities, and a further call will be necessary at the next account.

**Wheal Bucketts.**—A meeting was held at the mine on the 1st inst., the accounts for September and October were presented, showing Sept. work cost, 208*l.* 6*s.* 8*d.*; tribute, 15*l.* 11*s.* 4*d.*; Oct. work cost, 236*l.* 16*s.* 1*d.*; merchants' bills for Sept. and Oct., 227*l.* 7*s.* 3*d.*—690*l.* 0*s.* 11*d.*—Balance of last account, 1*l.* 10*s.*; copper ore sold Sept. 24, 134*l.* 11*s.* 8*d.*—showing balance due to pursuer, 355*l.* 7*s.* 6*d.*—The loss was divided and paid to pursuer, and Mr. W. Truran appointed agent, at a salary of 6*l.* 6*s.* per month.

**Wheal Lovell.**—A meeting of adventurers was held at the mine on the 25th ult., when it was resolved that Messrs. Vivian, Grylls, and Kendall, should be the bankers of the company, in consequence of Messrs. Ricketts having declined the business. The following is copy of resolution as to prospects of the mine:—From the reports made to this meeting, by the captains of the mine, as to its appearance and prospects, we are of opinion that it requires to be more extensively opened, with a view to render it a valuable and remunerative concern, and we feel much satisfied with all that has been done.—The accounts were passed and allowed, as follows:—To balance at last account, 3354*l.* 9*s.* 10*d.*; costs for July, Aug., and Sept., 3801*l.* 15*s.* 1*d.*; dues, 117*l.* 7*s.* 3*d.*—7279*l.* 12*s.* 2*d.*—By arrears of 4th call, 400*l.*; received on account of 5th call, 1825*l.*; ores sold, 3009*l.* 0*s.* 1*d.*; sale of materials and fines, 32*l.* 18*s.* 8*d.*—5266*l.* 18*s.* 9*d.*—showing balance of 2006*l.* 13*s.* 5*d.*

**Wheal Prospect Mine.**—As we announced, in last Journal, the lode was cut on the morning of the 8th inst., in the 27 fms. level, within a foot of the calculation of the agent; and, from the present features, is decidedly improving in depth, being a strong lode, composed of spar, mundic, and copper ore.—On the same day a meeting was held at the mine—**J. B. COLLINS, Esq.**, in the chair—and the following resolutions unanimously agreed to:—That the proposition made by Mr. Kitt, to grant to the company a sett of his fields adjoining Wheal Prospect, be accepted; and that Mr. Collins be requested to prepare a license for Mr. Kitt's signature.—That the lode recently cut at the 27 fms. level be driven on west, and that the shaft be sunk to 37 fms. with all possible dispatch.—That a call of 80*s.* per 210th share be now made, and paid into the Devon and Cornwall Bank immediately.

**Wheal Robins.**—At the general meeting, held at Webb's Hotel, Liskeard, on Friday, the 11th inst., by the accounts for September and October, it appeared that the sale of the materials realised 175*l.*, and that, supposing all calls had been paid up, there would have been 1*l.* 4*s.* in the pursuer's hands.—There being several outstanding accounts, and the pursuer without means of liquidating them, it was resolved, that an attorney be instructed to proceed against defaulting shareholders.

**Wheal Margaret.**—A meeting of adventurers was held on the 24th ult., when the following accounts were passed:—Balance at end of June, 262*l.* 13*s.* 11*d.*; tin sold, 3894*l.* 2*s.* 4*d.*—4156*l.* 16*s.* 3*d.*—Costs and merchants' bills, 2656*l.* 15*s.* 2*d.*—dividend of 10*l.* per share, 1120*l.*—leaving balance in hand, 380*l.* 1*s.* 1*d.*

[FROM CORRESPONDENTS.]

**GREAT RESUGGA.**—We are informed, that, on Friday week, a sample of one ton of excellent tin was sold from this new undertaking, and realised the high price of 63*l.*; the prospects are represented as very cheering, and the proceedings of the forthcoming meeting are looked forward to with much interest: **Capt. Gripe** (of Charlstown) is the pursuer.

**ROSEVALE MINE, PERRANZABULOE.**—A south lode has recently been discovered here, which is said to be much more productive than the lode hitherto worked. The new lode is described as being 2 ft. wide, and composed of spar, mundic, and rich yellow copper ore, at 20 fms. depth from the surface.

**RIALTON MINE.**—In consequence of the recent improvement in Trewolack Mine, which has been confirmed by sinking the shaft 4 fms. in Rialton, a meeting of the adventurers, in the above mine, was held at Pearce's Royal Hotel, Truro, on Wednesday last, when it was unanimously resolved to erect a steam-engine, to prove the lode to the depth of 20 fms., for which purpose a call of 2*l.* per share was made, 1*l.* to be paid at once, and the other on or before the 1st of February next.

**Wheal Anderton.**—The spirited adventurers in this mine may now congratulate themselves on the rich discovery made last week on the engine-shaft; during sinking below the 50 fms. level, the shaft intersected the lode, which is about 7 ft. wide—1½ ft. thereof is nearly all tin, the other part good work—I have been told it is worth 100*l.* per fm. This is one amongst the many discoveries made, after a portion of the shares had been given up, and strongly recommends the old motto—"Persevere"—especially when the indications are promising, as have been the case in this mine during its progress. In the 40 fms. level, there was a good lode for some extent, and returns of tin made, as well as a parcel of lead and copper ore raised. The 50 fms. level, though not productive to the extent expected, was scarcely ever without ore in a large lode. The prospects of the adventurers, therefore, in a deeper level, are of first-rate character.

**Wheal Anderton.**—(From a Correspondent).—A course of tin has been lately discovered in this mine on the Rix Hill lode, which runs through the neighbouring sett of East Crowndale. The adventurers in this sett have steadily pursued their object for some years past, and may be expected to be now on the eve of realising those profits which should ever attend perseverance.

**ASTURIAN MINING COMPANY.**—It will be seen, on reference to our advertising columns, that the directors of the Asturian Mining Company have received advices from Mr. Pratt, who proceeded some few weeks since to the mines, with the view of taking the management, and advising, from time to time, on the state of the mines. The letters received having more immediate reference to the quicksilver mine, noticed at some length in the Journal of the 28th ult., are of a highly satisfactory nature, as confirmatory of the representations made by Capt. O. H. Matthews, of the value to be attached to this concession, fully supporting the estimates made by Capt. Matthews and the Government officers, who had been called in to examine and report thereon; while the ore in sight, and in course of extraction, would appear fully to bear out the sanguine expectations entertained, and embodied in the report referred to. The necessary apparatus having arrived, for reducing the ore, early returns may be expected; and, if report speaks true, early dividends may be contemplated. We are given to understand, that there is coal in the immediate vicinity, which will, doubtless, be availed of in the reduction process. The ore is not subject to any Government duty or royalty, but is at once taken at a stipulated price, the Spanish Government enjoying a monopoly in this particular; it is, however, satisfactory to know, that there is a ready market, and that highly profitable returns may be secured by the working of the mine.

A deputation on the subject of the Australian mines, consisting of Mr. Masterman, M.P., Mr. James Capper (chairman), Mr. Hagen (deputy-chairman), Mr. Alderman Copeland, M.P., Mr. H. de Castro, Mr. T. H. Peile, and Mr. G. Hodgkinson, had an interview with Earl Grey, on Thursday, at the Colonial office.

**MONMOUTHSHIRE SLATE AND SLAB COMPANY.**—We have, on more than one occasion, adverted to the operations of this company, and are well pleased to find, from the accounts rendered of the two past months' workings, that it bids fair to justify the anticipations entertained by the projectors, and those who have taken an interest in the undertaking. The expenditure for the period referred to, has been limited, arising from circumstances necessarily attendant on the quarry being put to work at so recent a period; but it is satisfactory to learn, that, on an expenditure of about 680*l.*, the produce yielded is of the value of nearly 1800*l.*—thus yielding a profit of nearly 100 per cent. on the cost. We may observe, that the slabs made form four-fifths of the amount—the entire make of slates not exceeding 240*l.* If the quality of the former be good—of which we are assured—there can be no question but they will find a ready market from the increasing application of this material.

A new Scottish Malleable Iron Company is about to be established at Saltcoats.

**SAFETY LAMPS.**—Several melancholy accidents in the southern coal mines having lately taken place, we take leave to direct the attention of our readers to this very interesting subject. All are aware, that proper ventilation in our coal mines cannot be accomplished, nor can the work be carried on without good and safe lights. From every information which we have obtained, we are satisfied that Dr. Clanny's improved safety lamps supply these desiderata, from their constant use in several very valuable coal mines in Staffordshire and Monmouthshire, as well as in the coal mines of the north of England. It may not, perhaps, be considered as out of place, if we state two or three incontrovertible facts, which, from authentic documents, are well known to us. In the year 1815, upon the 16th October and 20th November, his original safety lamp underwent fiery trials in the Herrington Mill Pit, the property of the Marquis of Londonderry, in the presence of several respectable persons, who were competent judges; and the results were so favourable, that this safety lamp was continued in use in that pit for a considerable time afterwards, till it was superseded by his "steam safety lamp," which obtained for him, at the hand of the late Duke of Sussex, the then president of the Society of Arts, the largest gold medal of that society.—*Vide Transactions of the Society of Arts for the years 1816 and 1817.* "Facts are stubborn things," and opinions and conjectures, no matter from whatever sources, must bend to the ordeal of truth.

**THE CLANNY TESTIMONIAL.**—Mr. G. Stephenson (the eminent engineer) has requested his name to be added to the list of contributors to the testimonial proposed to be given to Dr. Clanny, of Sunderland, for his invention of the safety lamp, and his exertions to introduce it into the collieries.

#### MINE ACCIDENTS.

**Duckmanton, Derbyshire.**—A miner, named Braddow, and three companions, were shockingly burned by an explosion in the Newbiggan Pit.

**Wilton Park Iron-Works, Newcastle.**—T. Puncione and T. Duffy were killed by the explosion of the blast-engine at Messrs. Bolckow and Vaughan's.

**Hatley Heath, Tipton.**—T. Tobly was killed by a fall of coal at Mr. Bill's pit. **Trubshaw Colliery, near Tunstall, Potteries.**—In the Journal of the 5th inst., we recorded an accident here, which proved fatal to three men. At the inquest, James Hamlett said, he had examined the pit with Mr. J. Coe, the manager, and found a safety lamp which I know to have been used by Bailey (one of the deceased) on the morning of the accident; it lay near the clothes which he had taken off. The screw was off the top of the lamp, and a whole candle lay near to it. The top of the cotton wick was singed, as if he had been attempting to light the candle. I believe that his having taken off the screw of the lamp, for the purpose of lighting his candle, was the sole cause of the accident. We have all that we want to keep the works clear, and every precaution is used by the managers to make them safe. A short time ago I was told by John Baddeley (one of the overlookers), that if anything was wanted, I must let him know, and it should be attended to.—There were other witnesses ready to be examined; but the jury, which was composed chiefly of persons engaged in mining pursuits, stated that they did not consider it necessary. They expressed their entire satisfaction with the mode in which the pit was worked, one of them remarking—"The masters take more care of the men, than the men take of themselves."

**Kidgrove Colliery.**—As five miners were ascending the shaft, which is 100 yards deep, G. Davis, who had a lighted candle in his hand, imprudently blew it out, contrary to the remonstrances of his companions, by which they were prevented seeing the descending corve (half-way up the shaft), which they might have pushed aside, and it struck the deceased on the head, hurling him to the bottom, a distance of 50 yards, and killed him on the spot.

**Ridding's Colliery, Norton-in-the-Moors.**—J. Mollart was killed by the chain breaking—the chain was a new one, and it is supposed the frost had injured it.

**Brampton, Derbyshire.**—W. Renshaw was killed while working at Hady.

**CURE OF A BAD BREAST BY HOLLOWAY'S OINTMENT AND PILLS.**—Mrs. Adams, 3, Upper Spencer-street, St. George's-in-the-East, had a bad breast for a considerable time, with several hard lumps in it; besides this, the nipple was very much swollen and festered; the case altogether was so desperate, that surgeons of eminence could afford no relief. She then had recourse to Holloway's celebrated pills and ointment, which soon cured her, and she is now as well as ever. These fine medicines are a sovereign remedy for any sores and wounds, however long standing, as also swellings, tumours, contracted or stiff joints.—Sold by all druggists, and at Professor Holloway's establishment, 244, Strand, London.

#### Current Prices of Stocks, Shares, & Metals.

STOCK EXCHANGE, Saturday morning, Eleven o'clock.	
Bank Stock, 7 per Cent., 206	Belgian Bonds, 4½ per Cent., —
3 per Cent. Reduced Ann., 94½	Dutch, 2½ per Cent., 50½
3 per Cent. Consols Ann., 94½	Brassian, 5 per Cent., 86
3 per Cent. Annuities, —	Chilian, 6 per Cent., —
3½ per Cent. Ann., 96½	Mexican, 5 per Cent., 33½
Long Annuities, 9½	Spanish, 5 per Cent., 96½
India Stock, 10½ per Cent., 258	Ditto Deferred, —
3 per Cent. Consols for Acc., 93½	Portuguese, 4 per Cent., 28
Exchequer Bills, 1000 <i>l.</i> , 13 10 pm.	Russian, 5 per Cent., 11½

**RAILWAYS.**—There has been very little business doing, during the week, in the vicinity of Capel-court; but, on the whole, prices have been fairly supported. Tuesday was the settling day in the share market, and the account was heavy, the fluctuations having been considerable; and, although it went off without any great difficulty, apprehensions were felt at one time by dealers and brokers, that it would not so easily have been adjusted to the general satisfaction of all. It was feared that the account would be against the speculators, from the decline in most of the cases where much business has been lately doing; but the "heavy shares" have been without any fluctuation. In North British a considerable demand has prevailed, and rather higher prices obtained; in other shares nothing particular to notice. The Liverpool and Birmingham markets have been tolerably steady, but limited in business; Leeds and Bristol are also firm.

**MEETINGS.**—*Central of Spain*: a special meeting was held on Monday, at the London Tavern, for the purpose of receiving a report from the directors on the past proceedings, and present position, of the undertaking. A letter from the Spanish directors, and the report, which entered very fully into details of their proceedings, and the difficulties the directors in London had experienced in consequence of the conduct of the Spanish directors at Madrid, were presented and read to the meeting, upon which a long discussion ensued, and loud complaints made, that no financial statement had been presented to the shareholders, who were entirely ignorant of the monetary condition of the company. It was unanimously resolved to appoint a committee of five to inspect the affairs of the company, and report to a future meeting of the shareholders.—*London, Brighton, and South Coast*: An extraordinary general meeting was held on Wednesday, at the London-bridge terminus, for the purpose of considering and determining on the expediency of making application to Parliament, for powers to construct certain railway works. The resolutions were carried unanimously, and a vote of thanks passed to the chairman.

On Monday, the directors of the Birmingham, Wolverhampton, and Dudley Railway, received no less than 13 estimates of contracts for the works on that portion of the line between Birmingham and Great Bridge—a distance of little more than six miles. The one accepted was from Messrs. Hood, Hill, and Hill, of Romsey, Hants, being considerably under the Parliamentary estimates. The works are to be completed within 18 months; and it is understood to be the purpose of this company, and of the Birmingham and Oxford Junction to expedite matters so far, that the whole line from Fenny Compton to Wolverhampton shall be opened in two years.

The certificates of the shares in the Birmingham and Oxford Junction were issued at Birmingham, on Tuesday; and, with the view to accommodate shareholders, they were supplied to the brokers in all the large towns.

The Eastern Counties and the Great Northern are about conjointly to erect two immense docks at Wisbech, in connection with their lines there; one of the docks will cover an area of 13 acres.

The report that the Great Western and North Western had arranged their differences, has led to an improvement in Birmingham and Oxford of ½ per share. It appears that the North British is to fall into the hands of Mr. Hudson, M.P.

On the New Stock and Share Exchange, Old Broad-street, a good general business was done during the week. The scrip of the Economic Conveyance Company was extensively dealt in, and left off at ½ premium.

Messrs. Lamond's sale, on Tuesday, went off with little spirit, although there was no great alteration in quotations. On Friday, the tone of the market was rather firmer, and a tolerable business was done.

**GLASGOW, THURSDAY.**—A moderate amount of business has been doing in shares of Scotch railways for the last eight days, and prices have slightly risen; among them may be mentioned—Aberdeen, 15*s.*; Dundee and Arbroath, 50*s.*; Edinburgh and Northern, 10*s.*; Glasgow, Kilmarnock, and Ayr (40*l.* stock), 15*s.*; Glasgow, Kilmarnock, and Ardrossan, 13*s.*; North British, 40*s.*; ditto, thirds, 14*s.* 6*d.*

#### NEW SHARE & MONEY MARKET, ROYAL EXCHANGE LONDON.

SHARES for SALE THIS DAY—(offered by the owners as under:—The public can purchase any of these shares without paying commission.)

Shares.	Per Share.
20 Sheffield, Buxton, and Leek Potteries, remanets .....	£0 2 6
10 Galway and Enniskillen, 2 <i>l.</i> 15 <i>s.</i> paid .....	0 7 0
20 Remington's Manchester .....	0 12 0
60 Belgian and Eastern Junction .....	0 10 0
25 Great Leicester and Munster, 7 <i>l.</i> 10 <i>s.</i> paid .....	3 0 0
10 Marine Insurance .....	11 0 0
39 National Reversionary Investment .....	ex. div. 19 10 0
20 Great Munster .....	0 10 0
10 Galway and Kilkenny .....	0 4 6
200 Direct Lincoln and East Retford .....	0 5 0
20 Remington's Manchester .....	0 11 6
10 Waterford, Wexford, Wicklow, and Dublin scrip .....	0 7 6
10 Cornwall, registered .....	2 0 0
25 Cheltenham and Oxford .....	1 10 0
10 (25 <i>ths</i> ) Wheal Louisa Lead and Copper Mine .....	2 0 0
10 (25 <i>ths</i> ) Pentuan Wheal Mary Copper Mine .....	10 0 0
150 Victoria Tin Mining Company .....	1 2 6
50 Direct Northern Railway scrip .....	2 2 6
3 Buckinghamshire scrip .....	2 2 0
40 Belfast and County Down .....	0 5 6
30 Great Western of Bengal .....	0 8 0
40 Great North of India, at 5 <i>l.</i> 6 <i>s.</i> 3 <i>d.</i> .....	0 5 3
33 London and South Western, 40 <i>l.</i> .....	49 0 0
50 Madras, Nellore, and Arcot .....	0 0 0
20 Neptune Marine Insurance .....	9 0 0
20 Rugby, Derby, and Manchester, remanets .....	0 8 0
50 Southampton, Manchester, and Oxford Junction .....	0 6 0
35 Western Gas Light, 3 <i>l.</i> paid .....	2 0 0
15 Reading, Guilford, and Reigate .....	0 18 0
40 Belfast and County Down .....	0 3 6
15 Commercial and General Life Insurance .....	0 10 0
30 Newry and Enniskillen, 7 <i>l.</i> paid .....	1 5 0
10 Bristol and Exeter .....	7 0 0
128 Midland Stock .....	128 0 0 p.ct.
25 Western Gas-Light, 7 <i>l.</i> paid .....	5 7 6
15 Wexford, Waterford, and Valencia .....	0 5 0
1 Shrewsbury and Birmingham, scrip .....	3 10 0
10 Bristol and Poole Harbour .....	2 7 0
10 Consolidated Tretail Mining .....	0 12 6
5 London and York, halves .....	2 0 0
6 Buckinghamshire .....	3 16 6
20 Windsor, Staines, and South-Western .....	0 15 0
10 Australian Mining .....	5 0 0
40 York and Newcastle, 2 <i>l.</i> paid .....	7 0 0
10 Galway and Kilkenny .....	0 2 6
40 Gloucester and Dean Forest .....	1 0 0
15 Waterford, Wexford, Wicklow, and Dublin, scrip .....	0 7 6

(The public can supply any of these shares without paying commission.)

Shares.	Per Share.
5 Asturian Mine, 8 <i>l.</i> paid .....	3 10 0
15 Chester and Holyhead .....	25 0 0
10 Commercial Gas .....	0 0 0
500 Essex and Suffolk, remanets, at 2 <i>l.</i> 3 <i>s.</i> , and 500 .....	0 2 0
500 Exeter, Dorchester, and Weymouth, remanets .....	0 1 2
50 Great Indian Peninsula .....	0 3 0
7 Kent Waterworks .....	90 0 0
480 London and South Essex, remanets .....	0 2 9
30 London, Bristol, and South Wales Direct .....	1 0 6
35 London and South Western, 50 <i>l.</i> paid .....	63 0 0
2 North Staffordshire .....	5 9 6
50 Newry and Enniskillen, 7 <i>l.</i> paid .....	0 15 0
500 Northumberland and Lancashire, remanets .....	0 2 9
500 Rugby and Huntingdon, remanets .....	0 6 0
1 Reversionary Interest Society (King's Arms Yard) .....	100 0 0
40 Yorkshire and Glasgow Union .....	0 16 6
10 Caledonian halves .....	2 5 0



## CORNWALL RAILWAY COMPANY.

The first general meeting of this company was held at the Assembly Rooms, Truro, on Wednesday last, the 16th inst.

W. M. TWEDDY, Esq., in the chair.

The directors' report stated that the expenses incurred in carrying the act amounted, as far as had been ascertained, to £7,942. Some liabilities were still unascertained; but, after making ample allowance for them, there was an available balance of £5,000. Warrants for the payment of interest on deposits up to the 29th September last will be immediately issued. The number of directors is 17; the Great Western, the Bristol and Exeter, and the South Devon name seven. Great benefit has been derived from the cordial co-operation of these companies. The engineer has been busy setting out the line and preparing for contracts. Mr. Brunel thinks no improvement can be made in the line, with the exception of a deviation at Saltash, which is to be effected at the joint expense of the Cornwall and South Devon Companies—a call will be made early in the ensuing year. The report enlarged on the benefits to be derived from an electric telegraph in connection with the line, and on the capabilities of the district. On the motion of the chairman, the report was adopted, and ordered to be printed and circulated. The usual routine business of a first meeting was then transacted with great harmony.

**SPECIAL MEETING.**—The general having resolved itself into a special meeting, the following resolutions were carried unanimously:—"That the directors be, and they are hereby empowered, to take such measures as they may deem expedient, to apply to Parliament next session, for an Act for the alteration of the line of the Cornwall Railway between Plymouth and a point near Saltash; and for powers to purchase, lease, or jointly construct and use portions of the South Devon Railway and works, and to purchase the Saltash Ferry; and to sell or lease the new works to the Great Western Railway Company, or to the Bristol and Exeter Railway Company, or to the South Devon Railway Company, and to do such acts as the directors may deem expedient in reference to the capital for such purposes, and for the amendment of the powers already conferred by Parliament on this company." Mr. T. GILL, chairman of the South Devon, embraced this occasion to contradict explicitly, and in toto, reports sedulously disseminated to the disadvantage of that line. He said—"With regard to the exaggerations published respecting injuries on the line, the directors had felt those statements to be so extremely absurd and preposterous that they thought they should best consult the interest of the proprietors, and their own duty to them, by taking no notice whatever of them. They had been regarded by the directors as reports got up by interested parties, in order to serve their own purposes. They had sustained one damage, and one damage only, that might be called a real injury. A portion of the wall was built in the first instance as a mere open wall, with the stone of the country, which was believed to be sufficient for the purpose; but it was found not to be so, and that portion had suffered; but no part of the line where the wall had been built as a strong masonry wall had suffered. In fact, the directors considered it a great triumph in having this year such very severe and unexampled storms to try their works, and finding that the only portion which suffered was that which might naturally be expected to give way. The mere dry wall was now being replaced by a substantial masonry wall, and after this he should have no doubt of the line being as complete and secure as any in the kingdom could be.

**DUFFRYN LLYNVA AND PORTH CAWL RAILWAY.**—A special meeting of this company was held at the White Lion Hotel, Bristol, on Tuesday, the 15th inst.—Sir D. MACKWORTH, Bart., in the chair.—This was merely a formal meeting, to declare the dividend of 4 per cent. on the half-year; to place the great seal of the company to the agreement of amalgamation with the Llyva Valley Company, which was accordingly done; to appoint an arbitrator to determine the relative value of the property of the amalgamated companies, for which purpose they named their engineer, Mr. Scott Russell; to authorise the procedure of their amalgamation bill in Parliament; and to make some changes in the bye-laws for the better regulation of the traffic, which had so greatly increased as to render an improved system of working the line indispensable.

## RAILWAY SHARE LIST.

RAILWAYS.	Paid	Last week.	Last night.
Aberdeen .....	100	129½	23½
Birmingham and Gloucester—100 shares .....	2	9	9½
Birmingham and Oxford Junction—200 shares .....	75	78	77½
Bristol and Exeter—100 shares .....	25	23½	29
Caledonian—500 shares .....	27½	25	21½
Chester and Holyhead—500 shares .....	14½	23	22½
Eastern Counties—250 shares .....	50	75½	75½
Edinburgh and Glasgow—500 shares .....	27½	29	27½
Great Northern and Western (Ireland)—500 shares .....	132	236½	237
Great Southern and Western—100 shares .....	50	67	130
Lancaster and Carlisle—500 shares .....	2½	—	—
Leeds and Carlisle .....	2½	—	—
Liverpool, Manchester, and Newcastle Junction .....	194½	195	—
London and North Western .....	84	82½	—
London and Blackwall .....	59	58½	—
London and Brighton—500 shares .....	97	—	—
London and Croydon—guaranteed 5 per cent. .....	61½	94	—
London and Greenwich .....	63	—	—
London and South Western .....	2½	—	—
London and York—500 shares .....	105½	—	—
Manchester and Leeds—100 shares .....	40	—	—
Manchester and Birmingham—400 shares .....	2	1½	—
Manchester and Southampton .....	125½	127½	—
Midland .....	34	34½	—
Newcastle and Berwick—250 shares .....	130½	130½	—
Norfolk .....	25	35½	—
North British—250 shares .....	50	77	—
Northern and Eastern—500 shares .....	5	8½	—
North Staffordshire—200 shares .....	12½	12½	—
Oxford, Worcester, and Wolverhampton .....	15	21½	—
Scottish Central—250 shares .....	12½	14½	—
Scottish Midland—250 shares .....	100	—	—
Shrewsbury and Birmingham .....	3	5½	—
South Devon—500 shares .....	32	32	—
South Eastern and Dover .....	3½	38½	—
South Wales—500 shares .....	2	4	—
Vale of Neath .....	11	1½	—
Waterford and Kilkenny .....	2½	—	—
Welsh Midland .....	25	38½	—
York and Newcastle—250 shares .....	50	94	—
York and North Midland—500 shares .....	16	13½	—

## FOREIGN RAILWAYS.

Boulogne and Amiens—200 shares .....	6	4½	—
Dutch Rhine—200 shares .....	5	10½	—
East Indian .....	4	—	—
Great Northern of France (constituted) .....	8	3½	—
Luxembourg .....	10	14	—
Namur and Liege—200 shares .....	6	8	—
Orleans and Vierzon—200 shares .....	5	5½	—
Orleans and Bordeaux—200 shares .....	20	—	—
Paris and Lyons Constitu-ed .....	20	—	—
Paris and Orleans—200 shares .....	20	—	—
Paris and Rouen—200 shares .....	20	—	—
Rouen and Havre—200 shares .....	10	4½	—
Sambre and Meuse—200 shares .....	6	2½	—
West Flanders .....	16	13½	—

## RAILWAY TRAFFIC RETURNS.

From these returns, it will be seen, that the amount of traffic for the last week, on nearly 2760 miles of railway, was 129,658, thus accounted for—64,434, for the conveyance of passengers only, 37,287, for the carriage of goods, and a remainder of 27,944, for passengers and goods together, not respectively apportioned; being an increase over the corresponding week of last year of 13,494.

Name of Railway.	Lgth. Rwy.	Present ac- tual cost.	Last Div.	Traffic Returns.	
				1846	1845
Arbroath and Forfar .....	15	£142,900	3 p.c.	—	£132
Chester and Birkenhead .....	15	658,293	2½	£481 19 8	481
Dublin and Drogheda .....	32	699,975	2½	630 1 9	591
Dublin and Kingstown .....	6	349,736	9	572 13 4	609
Dundee and Arbroath .....	17	156,324	6	216 0 6	234
Durham and Sunderland .....	19	302,118	2	—	512
E. Counties & North. & East. ....	161	4,746,113	6½	8485 3 11	6772
Eastern Union .....	—	—	—	405 0 0	—
Edinburgh and Glasgow .....	46	2,112,136	6	2927 9 9	2334
Glasgow, Paisley, and Ayr .....	53	1,301,381	7	2003 4 0	1803
Glasgow, Paisley, & Greenock .....	23	829,427	2	834 18 1	749
Gravesend and Rochester .....	7	82,829	—	—	118
Hartlepool Western .....	241	8,895,605	8	16930 16 11	16098
London and North Western .....	440½	16,327,596	10	34975 5 2	33457
London and Blackwall .....	4	1,081,273	1½	658 12 10	682
London & Brighton & South Coast .....	113	4,670,721	5	6054 5 6	4021
London and South-Western .....	106	3,648,547	9	5193 8 11½	5097
Manchester & Leeds .....	117	4,636,556	7	7408 16 9	5424
Manchester, Bolton, & Bury .....	10	842,725	5½	—	889
Midland Company .....	331	8,831,195	7	16625 13 6	18898
Newcastle and Carlisle .....	65	1,137,385	8	1795 2 0	1634
Norfolk .....	59	985,080	6	1193 5 9	1086
North British .....	72	1,461,195	—	—	—
Preston and Wyre .....	29	432,014	2½	552 17 5	379
Shrewsbury and Manchester .....	49	1,633,331	5	1647 0 0	957
South Devon .....	15	778,976	—	261 11 3	966
South-Eastern and Dover .....	120	6,613,535	3½	6501 16 0	5435
Taff Vale .....	30	690,229	6	1237 9 10	1111
Ulster .....	25	358,353	5½	664 17 11	671
York and North Midland .....	162	2,092,979	10	5121 7 2	4465
Northern of France .....	260	—	4	8051 0 0	—
Orleans and Bordeaux .....	72	599,040	4	2414 0 0	—
Paris and Orleans .....	82	2,082,916	9½	6946 0 0	5722
Paris and Rouen .....	85	1,995,306	8	5616 0 0	4559

## PRICES OF MINING SHARES.

BRITISH MINES.				BRITISH MINES—continued.			
Shares.	Company.	Paid.	Price.	Shares.	Company.	Paid.	Price.
1024	Alfred Consols .....	41	52½	128	South Yeoland .....	16½	30
335	Andrew and Nangles .....	28½	30	128	South Wh. Basset .....	—	130
1000	Barristown .....	40	30	124	South Wh. Francis .....	67	240
4000	Bedford .....	25	3½	256	South Wh. Hope .....	—	5
128	Beaure Lead Mine .....	14	30	1000	South Wh. Maria .....	24½	2
320	Birch Tor Tin Mine .....	21½	14½	256	South Wheel Rose .....	11½	1
8000	Blackavon .....	50	40	10000	Southern & Western Irish .....	4	5
100	Botallack .....	175	300	256	St. Austell Consols .....	7	15
120	Brewer .....	—	5	94	St. Ives Consols .....	—	500
10000	British Iron, New Regis. ....	10	19	1000	Stray Park .....	43	23
—	— Ditto ditto, scrip .....	—	19	9600	Tamar Consols .....	3	5
128	Budnick Consols .....	52½	45	1024	Tavy Consols .....	13	3
100	Bwch Cwmertin .....	20	—	6000	Tincroft .....	7	10
1000	Callington .....	19	25	256	Ting Tang .....	89	30
256	Caradon Consols .....	43	18	128	Tokenbury .....	140	15
256	Caradon Copper Mine .....	9½	1	256	Treban .....	2	22-3
256	Caradon Mines .....	15	24	6000	Treleigh Consols .....	6	3½
256	Caradon United .....	24	10	256	Trenow Consols .....	—	30
256	Caradon Wh. Hooper .....	12	7	96	Tresavean .....	10	225
1000	Carn Brea .....	15	100	120	Trethellan .....	5	20
114	Charlestown .....	—	200	120	Trevelick and Barrier .....	61	135
166	Cleveland .....	9	7½	256	Trevelick .....	—	24
1000	Combarn .....	51½	4½	128	Trevelick .....	13	25
1000	Combarn .....	51½	4½	4100	United Hills .....	5	1½
128	Comfort .....	—	45	256	United Mines .....	300	750
5000	Con. Trevelick Mining Ass. ....	5	—	256	Wellington Mines .....	15	25
128	Condurow .....	36	63	128	West Basset .....	45	10
2560	Cook's Kitchen .....	—	4	256	West Caradon .....	20	190
1000	Copper Bottom .....	1	5	128	West Cargoll .....	2	12
1024	Cosheen .....	43	30	512	West Fowey Consols .....	40	35
240	Cradock Moor .....	15½	20	—	— West Kekewich Consols .....	—	3
128	Crag Braws .....	120	200	256	West Providence .....	—	15
500	Cuquet Mine .....	12	27½	200	West Seton .....	—	80
7100	Derrif .....	—	14	120	West Trevelick .....	3	25
1024	Devon & Courtney Con. ....	5	5½	256	West United Hills .....	—	11
1000	Dhurdo .....	2	5	256	West Wh. Friendship .....	7½	4
186	Dolcoath .....	—	30	3845	West Wheel Jewel .....	11	2½
10000	Durham County Coal .....	45	9	2560	West Wh. Maria .....	13	3½
256	East Alvenney .....	3	10	256	West Wheel Shepherd .....	—	6½
112	East Caradon .....	40	40	256	West Wheel Tolgus .....	21½	9
2948	East Crowndale .....	34	1½	256	West Wheel Treasury .....	14½	12½
512	East Combe Silver-Lead .....	6½	20	240	Westlake .....	3	3
128	East Pool .....	5	14	5200	Wicklow Copper .....	5	15½
100	East Relist .....	13	17	184	Wheel Adams .....	41	30
9000	East Tamar Consols .....	11	2½	1000	Wheel Agar .....	—	80
—	— East Wheel Albert .....	—	310	256	Wheel Albert .....	10	8
94	East Wheel Croft .....	—	310	128	Wheel Acland .....	13	2
256	East Wheel Fortune .....	13	3	256	Wheel Allen .....	—	4
128	East Wheel Kitty .....	—	1	368	Wheel Anderton .....	10½	11
128	East Wheel Rose .....	50	1100	128	Wheel Ann .....	—	50½
123	East Wheel Seton .....	9	25-30	128	Wheel Arrose .....	2	5
512	East Wey Consols .....	40	40	2560	Wheel Barbara .....	14	1½
20000	Galvanised Iron Co. ....	10	9½	256	Wheel Blencowe .....	—	10
10000	Gen. Mining Co. for Ire. ....	—	8	256	Wheel Byron Consols .....	—	190
1000	Godolphin .....	21	70	136	Wheel Clifford .....	—	190
256	Gonanna .....	21	70	1024	Wheel Concord .....	5½	5½
128	Gover .....	23	200	512	Wheel Elizabeth .....	23	3
244	Graubler & St. Aubyn .....	—	40	256	Wheel Fortescue .....	5½	10
100	Great Consols .....	1000	400	2048	Wheel Frederick .....	2	2
256	Great Calstock Moors .....	11½	12	384	Wheel Franco .....	25	24
256	Great Mitchell Consols .....	2	4	512	Wheel Fortune Consols .....	—	6
256	Great Westgate .....	5	5	256	Wheel Gill .....	19½	18
512	Gr. Wh. Rough Tor Con. ....	2	25	128	Wheel Harriet .....	45	48
100	Grogwinlon .....	5	—	2048	Wheel Howell .....	13	1½
1000	Gunn's Lake .....	1½	3	256	Wheel Jane .....	6	21
256	Gwynear Consols .....	5	25	256	Wheel Kendall .....	11½	5
1000	Hanson .....	14	3	256	Wheel Kekewich .....	4	4
1000	Harrowbarrow Old Mine .....	5½	2½	256	Wheel Lewis .....	5½	10
1000	Harrowbarrow Consols .....	3	2	256	Wheel Maria (Hayle) .....	14½	200
6000	Hawkmoor .....	4	2½	1024	Wheel Maria .....	1	50
256	Hibernian Down Con. ....	4	2½	4000	Wheel Martha Consols .....	5	2½
256	Hobbs Hill .....	12½	1	256	Wheel Mary Ann .....	5	70
10000	Holmbush .....	18	14	1024	Wheel Mary (Calstock) .....	1	2
256	Hy Tor .....	14	14	256	Wheel Mary Consols .....	34	25
827	Kirkcudbrightshire .....	42½	42½	256	Wheel Mary Lanivet .....	24	4
2048	Lamheroe Wh. Maria .....	8½	4½	128	Wheel Maud .....	11	4
2048	Lanivet Consols .....	4	2	128	Wheel Metha .....	21	110
160	Larkholme .....	1	3	256	Wheel Morris .....	9	22
1000	Levant .....	15	11	218	Wheel Pollard .....	12½	12
1280	Lianwylfelin .....	6	10	128	Wheel Prospect .....	4	9
256	Llanwylfelin Consols .....	6	8	128	Wheel Providence .....	34	40
128	Ludcott .....	3	3	128	Wheel Reeth .....	60	60
4000	Marke Valley .....	10	3½	128	Wheel Rose .....	60	50
5000	Mendip Hills .....	14	1	512	Wheel Sarah .....	24	6
20000	Mining Co. of Ireland .....	7	11½	99	Wheel Seton .....	150	800
152	Nanterrow Consols .....	24½	12½	1024	Wheel Spearne .....	14	8
128	North Fowey Consols .....	20	12	256	Wheel Sisters .....	27½	20
1000	North Fowey Consols .....	11	65	256	Wheel Trelawney .....	7½	125
70	North Roskar .....	104	300	256	Wheel Tremaine .....	14	8
100	North Treburget .....	4	5	128	Wheel Trewenham .....	—	21
100	North United .....	41	20	128	Wheel Trewen .....	12½	10
256	North Wh. Lelsure .....	1½	4	128	Wheel Victoria .....	2	1
128	North Wh. Providence .....	24½	7	127	Wheel Virgin .....	3	50
256	North Wheel Rose .....	26½	13	256	Wheel Vow (Perranz) .....	—	—
15000	Northern Coal Co. ....	23	2	1024	Wheel Walter .....	4	3
1000	Old Delabole Coal Co. ....	25	45	256	Wheel Williams .....	2	18
128	Pan Consols .....	—	900				
256	Pembroke .....	—	2½				
256	Pennow Moor .....	15	4				
6000	Pennant .....	1	1½				
100	Penrhyn .....	30	65				
128	Pen-y-Cefn Mine .....	50	55				
1280	Perran St. George Un. ....	13	20				
128	Perran Wh. Virgin .....	9½	38				
512	Plymouth Wh. Yeoland .....	24	54-6				
2048	Prince Edward .....	14	1½				
256	Redruth Consols .....	3	14				
10000	Rhymney Iron .....	50	30				
1000	Rhymney Iron .....	10	3				
1000	Rosehall Hill .....	28	6				
—	— Shots Iron Company .....	50	70				
2500	Silver Valley .....	4	3				
256	Sourton Consols .....	34	3				
128	South Caradon .....	10	350				
2000	South Dolcoath .....	2	—				
256	Sch. Friendsh. Wh. Ann .....	11	20				
200	South Harvannah .....	23	26				
1000	South Tamar .....	—	—				
194	South Teal .....	28	6				
8000	South Towan .....	10	1½				
256	South Trelawney .....	154	14				



**NATIONAL PROVINCIAL BANK OF ENGLAND.**  
112, Bishopsgate-street, London, Dec. 14, 1846.—The directors of the National Provincial Bank of England do hereby give Notice, that a DIVIDEND, at the rate of 5 per cent. per annum, for the half-year ending the 31st December, 1846, will be PAYABLE on the company's stock, on and after the 15th January next, when the dividend warrants will be obtained at the company's office, 112, Bishopsgate-street, or at the different branches.—The transfer books will be closed on and after Thursday, the 24th inst., until the dividend becomes payable.  
By order of the court of directors,  
DANL. ROBERTSON, Agent and Manager.

**DIRECT BOMBAY AND MADRAS RAILWAY—NOTICE.**  
The FIRST HALF-YEAR'S INTEREST, at 4 per cent. per annum, will continue to be PAID till the 31st inst.—Scripsholders are requested to present their scrip at the offices of the company, between the hours of Twelve and Three, when it will be stamped, and the interest paid at the same time.  
By order,  
JAMES WARD, Secretary.  
Offices of the Company, 58, Fenchurch-street.

**BRISTOL AND POOLE HARBOUR RAILWAY.**—Copies of the PARLIAMENTARY DEEDS will lie for signature, until the 24th day of December inst., at the offices of the company, 55, King William-street, city, London; Messrs. Stanley and Washbrough, solicitors, Corn-street, Bristol; Mr. Hyatt, solicitor, Shepton Mallet; the National Provincial Bank of England, Sturminster, Newton Blandford, Dorset; and the office of Mr. Welsh, solicitor, Poole, Dorset.  
In order to make the necessary deposits of the deeds on the 31st of December, early attendance is particularly requested.  
CASTLEMAN & KINGDON, Solicitors pro tem.,  
13, Northumberland-street, Strand.

**HOLBORN-HILL, SNOW-HILL, AND FARRINGTON-STREET VIADUCT COMPANY.**—(REGISTERED PROVISIONALLY.)  
Capital £200,000, in £20,000 shares, of £10 each.—Deposit 11s. per share.  
NOTICE.—The SHARE LIST being CLOSED, no further applications can be received, and the directors are now proceeding in the allotment of shares.  
By order,  
CHAS. THOMAS, Secretary.

**MR. WEALE'S ENGINEER'S AND CONTRACTOR'S**  
POCKET-BOOK for 1847 and 1848, is published, price 6s.

**MR. WEALE will PUBLISH, on the 1st of JANUARY, 1847,**  
PART I., in 8vo, with Fine Plates, by GLADWIN,  
**A new Work on the High-Pressure Steam-Engine.**  
INVESTIGATED AND COMPARED WITH OTHER STEAM-ENGINES.  
Translated from the German by Professor FOLE, F.R.S., &c.  
59, High Holborn, London.

**RAILWAYS FOR THE MANY, AND NOT FOR THE FEW: OR, HOW TO MAKE THEM PROFITABLE TO ALL.**  
By JAMES WARD, Esq.  
London: Smith, Elder, and Co., 65, Cornhill.

**THE BUSINESS OF THE FOLLOWING MINES, in full operation, under the COST-BOOK SYSTEM, is conducted at Mr. CROFTS' OFFICES, No. 4, KING-STREET, CHEAPSIDE, LONDON.**  
LAMHEROEE WHEAL MARIA ..... 2048 shares.  
WHEAL CONCORD ..... 1024 "  
WHEAL WALTER ..... 1024 "  
WHEAL MARY (in Calstock) ..... 1024 "  
WHEAL HOLWELL ..... 3048 "  
LOSTWITHIEL CONSOLS MINES ..... 256 "  
All information respecting the above may be obtained, and specimens of the latest discoveries of ores inspected.  
ECTON MINES, Staffordshire ..... 1024 shares.  
PRINCE EDWARD, Cornwall ..... 2048 "  
A FEW SHARES in the two last-mentioned mines to be DISPOSED OF.  
Dated Dec. 8, 1846.  
JAMES CROFTS, Secretary.

**THOMAS P. THOMAS, MINE AGENT, AND DEALER**  
IN RAILWAY AND OTHER SHARES.  
No. 18, THREADNEEDLE-STREET, LONDON.

#### NOTICES TO CORRESPONDENTS.

\* Our next Journal will be on a DOUBLE SHEET, and will contain, besides several articles and miscellaneous intelligence, now necessarily omitted.—Continuation of the series of papers on the METALLURGICAL TREATMENT OF ORES, &c.—Title, Index, &c. &c.  
The MINING JOURNAL is published at about Eleven o'clock on Saturday morning, at the office, 20, Fleet-street, and can be obtained before Twelve of all the news agents, at the Royal Exchange and neighbourhood.  
EAST INDIAN RAILWAY.—We have received the documents relative to the establishment of the East Indian Railway—an article on which subject shall appear in our next.  
A Looker-on (Lawton, near Newcastle).—We are obliged to our correspondent, and shall be glad at all times to hear from him.  
BLANNAVOON IRON COMPANY.—We have made the inquiry suggested by "J. L." and find that our quotation of 40l. was, and is, correct—a sale at that price having been made on Wednesday last.  
A Shareholder (St. Austell).—We shall be glad to receive an account of the proceedings, and any other local information opportunity may allow of forwarding.  
A. W. (Bath).—We do not know of any "prize patterns, as recommended by the Society of Arts"—certainly, no reference thereto has appeared in our columns.  
B. (Glasgow).—The expense of obtaining a patent is about 115l. for England; 75l. for Scotland; and 135l. for Ireland: the British possessions and colonies are generally included in the patent for England, at an extra cost of about 13l. A certificate of registration costs 10l.; and the drawings, &c., are generally about 2l. or 3l. more.  
Received.—"A Sojourner" (Swansea).—F. B., On the Welsh Modes of Getting Coal, &c.—Mr. Weston, On the Universal Atmospheric System.

## THE MINING JOURNAL

And Atmospheric Railway Gazette.

LONDON, DECEMBER 19, 1846.

The proposition of an establishment, for the purpose of registry and transfer of railway stock, is not novel—inasmuch that our contemporary, the *Morning Post*, in an able article of the 25th ult., directed attention to the subject; and having had frequent opportunity of discussing the several points bearing thereon with parties interested, we have no hesitation in giving to the project our best aid; while it will be well to consider the question—not only with regard to the importance to be attached thereto, but to the advantages it holds out to the bona fide shareholder—at the same time, that we admit the jobber or speculator of the day will, in all probability, not be found an advocate for the measure submitted. It may be well to observe, *en passant*, that the project emanates with a party who, we believe, has had much practical experience on the Stock Exchange, and in the Railway Share Market: however, we will take the scheme as presented to us, and on which we may be disposed to offer some few observations. The investment of so large a capital as 90,000,000l. sterling, exclusive of the large premiums which the shares of the several companies command at the present moment, is, we confess, in itself a sufficient incentive for the adoption of a course which, while it ensures to the shareholder the convenience and security attendant on the transfer of his interest, or securing to him shares transferred, would, of itself, relieve the several companies from the onus and labour attached to transfers—not to mention the inconvenience to which parties are subjected. It has been suggested, to use the terms of our contemporary, that the several railways should at once convert their shares into stock, and memorialise Government to grant them the "privilege" of a fixed stamp on all transfers, whether the amount involved be large or small—the same to be made on the principle pursued with respect to Bank Stock and India Stock—and that an appropriate building be selected for the ordinary business of the companies in question. We gather from this, that the project put forth is to have one railway bank, exchange, or rooms, for the transfer of shares, in the same manner as are transfers made in Consols, Reduced, Long Annuities, or any other Government security—and so far we agree with our contemporary; but we must confess we do not equally concur in the view entertained by him, of having a fixed stamp on all transfers, without regard to the value or magnitude of the operation in the transfer of stock. This would at once not only diminish the revenue derived from such source, but would be found to act uneven and prejudicial to the smaller holder. This is, however, a minor point—and might be arranged by a certain rule being applied, to which no valid objection could be raised; while the exercise of powers of attorney, as in the case of the public funds, might be readily resorted to by the absent proprietor.

There would, moreover, be a national registry; and an unclaimed dividend, or stock book, might be observed, which, in many cases, we doubt not, would have its beneficial effect. One of the advantages

presented by the adoption of such a course, will be apparent that of the division of any interest held, by the disposal of a portion; and to this we attach much importance—inasmuch, that much time, trouble, and expense, would be saved—as the holder of 100l. stock in 3 per cent. Consols can sell 46l. 3s. 4d., or such other proportion, to yield a given sum, as he may think fit, without being compelled to sell the entire amount, which may be standing in his name; and for the application of the balance, of which he has no immediate source open to him. We have thus opened on the question, doubting not but that many of our readers will feel the subject, in common with us, as one of importance, and furnish their ideas—satisfied, as we are, that sooner or later, a "change must come o'er the scene," and, if we judge rightly, the sooner the better.

In our columns of to-day will be found a report of the meeting of the proprietors of the RHYMEY IRON AND COAL COMPANY, held at the London Tavern, on the 16th inst., to which we would direct attention, from the example it at once sets to undertakings of a similar nature, where the extent of the capital is not adequate to the business, and the profitable results arising therefrom. In the present instance we find, that after raising a capital of 500,000l., the full amount of 50l. on the 10,000 shares, of which the company is constituted, having been paid up, that a debt of 150,000l. has been incurred—the repayment of which not only acts as a dead weight on the concern, but at once encroaches or seizes upon those surplus funds, which otherwise would be available in the shape of dividends. The proprietors have, however, under the guidance of a committee of their own body, aided by the board of directors, arrived at a result, which at once ensures confidence, and displays a strength of mind and energy, which we should feel well pleased were we to see manifested on other occasions of a like nature, while it may be observed, that the members of the committee and directors hold more than 25 per cent. of the capital—inasmuch that the number of shares possessed by them is, we believe, 2700 out of the 10,000, of which the company is composed. From the statement made by the chairman, it would appear that legal difficulties had arisen, so as to preclude the committee from acting on the suggestions, and adopting one or other of the plans which had been submitted to them: however, the chairman observed, that they had, in the end, assented to the project then to be laid before the meeting, the merit of which he must ascribe to Mr. COLES CHILD, whose explanation, with the data on which such scheme was grounded, will be found at length in our report of the meeting. While it is only due to that gentleman to state, that Mr. Alderman THOMSON expressed his cordial concurrence with the plan, and which he had adopted in preference to a scheme he had himself prepared, to meet the object which the meeting had in view.

In the instance before us, the course pursued will, doubtless, place the shares in the market at their real or intrinsic value—as, once relieved of the incubus or dead weight attached to them, the capital invested will meet with a legitimate return in the shape of profits; those for the past year, if we understand aright, being 26,015l. 10s., with every prospect of an increase; while the position of the company is such, as undoubtedly to make it a valuable property—distinct, as it may be said to be, from other establishments of a similar character, there being no less than 1200 acres of freehold property, possessed by the company, abounding in coal and minerals, while other works in the district are, generally speaking, under leases, held from the Marquis of Bute, which expires in May, 1846. The adoption of the resolutions was not only a compliment due to the committee, and to the gentlemen with whom such originated, but is the best evidence which could be tendered of the confidence of the proprietary, and the earnestness with which they prosecute the undertaking in which their capital is embarked, and from which such gratifying returns are afforded—cheering, as they must be, to the shareholders.

A meeting of the adventurers in the CALLINGTON MINES was held yesterday—a report of which, with the resolutions passed thereat, will be found in our columns. It is, at all times, with pleasure that we record the success attendant on mining operations—and, more especially, when we find that economy and perseverance are attended, as they should ever be, with beneficial results; while in the present instance we may observe, that not only are the shareholders indebted to the directors for the zeal and attention manifested in protecting their interests, and bringing the mine to its present state, but also to Mr. PERCIVAL N. JOHNSON—a gentleman, whose name is familiar to our readers, as, indeed, it must be to even the tyro in mining science. In advertising to the meeting, we are disposed to offer a word or two to those who were well content with the receipt of their dividend, without caring how such had arisen, or whether it was likely to be continuous; and who, therefore, absented themselves on the occasion—the meeting being but sparingly attended, although we were given to understand a large majority of the shares were represented. But this is not the only point to which we would beg to call attention. We recollect some months since, that there was a "great cry, with but little wool." It was said, that certain changes were essentially necessary for the security of the shareholders; certain charges were made, and certain rules were adopted; and one of those most prudent appears to have been neglected in being carried into operation—we refer to the holding of meetings of adventurers once in every three months, when the amounts are made up, and the directors give an account of their stewardship—the plan formerly being only to hold annual meetings, which were in the plans comparatively useless; while no opportunity was afforded to the shareholders of checking the current expenditure.

The rules, however, having been altered, a quarterly meeting has been duly convened, and an announcement made, that a dividend was payable—the first appears to have been generally neglected, while, we doubt not, but that the latter will receive due attention. This is not fair to the directors, or managers of the mine; if that a call had been announced instead of a dividend, we should have had, doubtless, a full, if not a stormy, meeting; but, as the object was simply to announce the prosperous state of the mine, with the prospects which it presented, it was deemed unnecessary to attend, or take part in the conducting the affairs of the company, which appeared to prosper so well under the present management. This may be all very well, and, if the directors please, be considered as a compliment paid them; but, for ourselves, we must say, that we think it was not only due to the directors that a larger meeting should have assembled, but that the proprietors, who were so eager for more frequent meetings, would appear to be listless as to the affairs of the company, or its management, so long as dividends are declared. Perhaps we are wrong—however, under any circumstances, we consider the directors may feel flattered by the confidence reposed in them.

We have received more than one communication from parties who respected the talents of Mr. JOHN BUDGE—now, unfortunately, an inmate of a lunatic asylum—and suggesting the propriety of a public subscription for his wife and family, on the grounds of his ability as a mineral surveyor and mathematician, and for his exertions in the cause of the science generally—qualities and conduct which even his enemies must grant he possessed in an eminent degree. Through this calamity the family is plunged into great distress; two of the sons and one daughter have been idiotic from their birth; and without assistance from without, the Union Workhouse must be the last resource of those who, being so closely connected with one whose name will be associated with the science of mineral surveying for many years to come, had looked forward to better things.

For ourselves, we can only say, that, on a subscription being commenced, we shall be most happy to receive any sums for such purpose, which shall be forwarded to their proper destination; and we sincerely trust that, whatever little differences of opinion may have existed between Mr. BUDGE and his contemporaries, during his professional career, they will now be buried in oblivion—and, although not physically deceased, yet, as he is lost to society, they will act on the principles of that excellent motto—"De mortuis nil nisi bonum." To those, then, who may be charitably disposed, we shall gladly be the medium of conveying their offerings to the afflicted wife. We may add, that we are aware of some gifts being forwarded from benevolent gentlemen; and glad shall we be to take the charge of any sum which may be addressed to our office.

If we have recently said less than we were accustomed to do, as to the prospects and progress of the railway question in Cornwall, it is not that we cherish one whit less earnest a hope, or less confident an expectation, of seeing a Central line fully realised. But we have thought it the more comely to commit, for a season at least, the polemics of the question to those who are locally interested, and who, by position, are conversant with a wider circle of facts bearing on the great issue, than we, who sift out our terms in Fleet-street, can pretend to be. And this change in the *locus argumentum* of the case is taking place—the two leading Journals of the county, after the lull of the summer, are each, in its particular way, so probing the question, so testing the capabilities of the two county projects, as will make a general and a just appreciation, of which is the true transit route for the district, not a contingent, but a certain, eventuality. The *West Briton*, as is well known, has given to a project for a Central railway that steady, consistent, and discriminating support, which agrees so well with its character and reputation as a public Journal; the *Cornwall Gazette*, on the other hand, has, throughout all the vicissitudes of the contest, been strenuous in its support of a line to Plymouth.

The sanction afforded to this line in the county has always appeared to us as one of the strangest hallucinations that ever overshadowed the highly practical mind of Cornwall. However, the *Cornwall Gazette* supports it: that Journal is notorious between the two Channels for the intensity of its politics, and the vigour of its vituperation. As, in most cases of intellectual weakness, the passions of this Journal are largely developed—its fondness of the Coast project, and its hatred of that of the Central, borders on the marvellous. There is occasionally great craft and adroitness in arranging the small wares, in marshalling the haberdashery of a question; but the bull is never taken by the horns, nor the hill ever stormed in front. A score of lesser propositions are laid together, and then swept away; while the *major*, upon which the whole subject turns, remains absolutely untouched. It is so in the case of the county railways—which is the best route for the merchandise of the county to and from London, and should the eastern terminus of the line be at Plymouth, or at Exeter? These are the only premises whose settlement is essentially important to the laying down of a great public highway; and yet to this leading and initiative question, the *Truro Oracle* is as silent as the oracle at Delphos. As we view the matter, the line through the county to Plymouth is, for the county, bad—past all redemption; but, when it emerges from the county, and loses itself in the South Devon Railway, it is further deteriorated to our mind a hundredfold. These incorporated lines range along the southern coasts of the two counties, as though they were to be a sea wall, to keep out the advancing waters of the Channel; when the true mission of such lines should be to pierce the hives, to penetrate the homesteads, of an active and industrious population—or, failing that, to hasten forward to the greater emporiums of trade and merchandise. Our remarks at present have reference to the direction only of these two southern lines—the Plymouth and the South Devon; but their internal and engineering faults are sufficient to keep them for ever in the lowest class of railway projects. The South Devon, indeed, is made a sea-way of twice a year. As Mrs. PARTINGTON could not broom out the Atlantic, so neither could Mr. BRUNEL build it out, and that sea may be seen making a clear way over this line biannually during the equinoxes; and this is the route by which the Great Western Company purposes to conduct the up and down traffic of more than two counties.

**UNITED KINGDOM ARTESIAN WATER COMPANY.**—We have before us a prospectus of a company, for supplying the metropolis, and other large cities, towns, and villages in the United Kingdom, with water from Artesian wells, to be formed on the most scientific principles; and which, presuming such a company being in existence, and guaranteeing favourable results, the public will be induced largely to give it employment, and it is expected will be highly remunerative. We could considerably extend our remarks on the interesting subject of Artesian wells; but, as the present appears only a preliminary prospectus, without a single name attached, we, for the present, defer them. We observe some glaring errors in the details: it is in one place stated, that the chalk can be penetrated in London at from 5 to 20 yards from surface, when it is a known fact, that wells are in existence in the London clay 200 feet deep, without reaching it; and at Reed's brewery, the great well to the chalk is between 300 and 400 feet deep. It is also stated, that the Artesian boring at Grenelle is 602 yards, or three times the height of St. Paul's. We always considered 1806 feet four-and-a-half times the height of our Cockney landmark. We shall be glad to see an authorised and amended prospectus.

**THE SALT TRADE OF FRANCE.**—We understand, that in consequence of petitions from several large firms, embarked in the Newfoundland fishery, to be allowed to employ, in 1847, the salt of Spain and Portugal (which the captains could take in on their outward passage) for the curing of fish, instead of being restricted to that of France—the Minister of Finance has consented, that all vessels now equipping for the Newfoundland fishery, may lay in salt from those countries. This is a great concession on the part of the French Government, itself the chief monopoliser of the salt trade; and it is hoped will lead ultimately to a reduction in the import duties on British and other salt, at present next to prohibited entering France.

**THE SALT TRADE TO INDIA.**—A deputation of the merchants, manufacturers, shipowners, and others interested in the salt trade to India, waited on Sir John Cam Hobhouse, the president of the Board of Control, on Thursday last, at 2 p.m. In reply to the observations of several of the gentlemen, who formed the deputation, Sir John Hobhouse intimated that he would lay the whole matter before his colleagues in the cabinet, for their early consideration. He could not hold out any immediate expectation that the Company would be induced readily to surrender 1,300,000l. of annual revenue, but he would see that the bonding system was immediately inquired into. The India board being a concurrent, rather than a directly controlling, power, he could not issue peremptory instructions, as was supposed, but everything should be done which the case, on consideration, appeared to demand. The East India Company had already sent out a despatch to their Government in India upon the subject, but he was not at liberty to disclose the nature of the communication.—One of the deputation having asked, when the salt merchants might hope for a decision on the question, Sir John answered, that no time should be lost, consistently with the ordinary claims upon the time of the cabinet, in coming to a conclusion; and, meanwhile, he would be very happy to see and confer with any members of the deputation, who might wish to see him.—The deputation then retired.

**EXPORTATION OF BRITISH COAL TO INDIA.**—The directors of the East India Company have given notice that, on Wednesday next, the 31st inst., the Finance and Home Committee will be ready to receive tenders for the supply of 3000 tons of coal, to be delivered at Aden, on the southern coast of Arabia, to consist of West Carr's, Buddle's, Davison's, Hartlepool, West Hartley, and Glasgow hard splint coal, screened. The quantity of English coal supplied or contracted for during the present year, to be delivered at the different presidencies, is from 25,000 to 30,000 tons of various descriptions. The coal produced in India, although of good quality for railway and other purposes, is not suitable for steam navigation—consequently, the company is obliged to contract for British coal for their steam-packets running to and from Suez to Bombay, Madras, and Calcutta, and also for their steam navy.

**SOCIETY OF ARTS.**—The first meeting of the session was held on Wednesday last.—Dr. ROGET, Sec. R.S., in the chair—when the secretary read an address from the council, which gave a retrospect of the proceedings of the past year, and the proposals of the council for the future. Two papers, by Mr. D. R. Hay, of Edinburgh, were then read:—One on the Principles employed in the Recent Decorations of the Society's Great Room; and the other on the First Principles of Symmetrical Beauty, and their Application in certain Branches of the Art of Design.—[We shall continue, during the session, to give abstracts of the more important papers read, particularly those having reference to the objects to which our Journal is directed.]



## Original Correspondence.

## THE TRUCK ACT AND LEAD MINERS.

SIR.—On this subject you have appealed to your legal readers; and as on the above, as well as other points, there appears to be a glorious uncertainty, I have, although neither barrister nor attorney, but only a clerk to the latter, ventured to look a little into it. Your correspondent does not say, whether he "merely labours" for wages or by contract, on tribute or ratwork, or whether for the adventures of a contractor, or in gangs or relays with others, as each bears peculiarly on the subject: it will, perhaps, therefore, not be amiss to publish a short epitome of the principal provisions of the Act, which applies to "artificers, labourers, craftsmen, or servants." The 1st and 2d William IV., c. 36, is an Act to repeal several Acts and parts of Acts, prohibiting the payment of wages in goods, or otherwise than in the current coin of the realm, from Edward IV. down to William IV.; and so much of the therein recited Acts as regulate or relate to the payment of the wages of workmen, in the several trades or occupations therein enumerated, in goods or by way of truck. By its contracts are to be made in the current coin of the realm, and no stipulations are to be entered into as to the way in which wages are to be expended. By section 3, all wages must be paid in current coin, and all payment in goods declared illegal; by section 4, artificers may recover wages, if not paid in coin; section 5, no employer may make a set off for goods supplied by himself, or by any shop in which he is interested; section 6, he cannot recover for goods sold on account of wages. The penalties are, for the first offence, not exceeding 10*l.*, nor less than 5*l.*; second, 20*l.*, and not less than 10*l.*; and for the third, and subsequent ones, any sum not exceeding 100*l.*—10 days must elapse between offences made the subject of actions. The partnership to be liable jointly, not the partners in their individual capacity, and penalties to be enforced by distress. Section 19 enumerates the trades to which the Act refers, including makers of iron, coal miners, workers and getters of stone, slate, and clay; section 20, not to extend to domestic servants; section 21 enacts that no Justice in the trade, or his father, son, or brother, shall act; section 23 excepts contracts for fuel, materials, tools, and implements in trade, dressed victuals consumed under roof, rent, fodder, &c., but not to exceed real value under contract in writing; section 25 defines the meaning of the terms "any work, employment, or operation, of what nature soever;" and, by section 27, the Act is extended to Great Britain and Ireland. Your correspondent wishes to have an authority independent of the text of the statute; the cases on this particular point are few. The opinion of the editor of the *Justice of the Peace*, 1841, p. 503, in a case where there was no contract to serve, but only to perform certain work, and, therefore, within 39th and 40th George III., c. 77, sec. 3 and 4, runs thus:—"We think the employer is not within the Truck Act of 1st and 2d William IV., c. 37, which relates to wages; and we do not think the payments made to the miners are to be considered as wages." According to this opinion, "work" or "time" seems to be the points on which the Act turns; but it is still a question whether the statute applies to lead miners, except as a getter of stone, which term most probably applied by the framers of the Act to quarrymen. How far the above opinion agrees with the 25th section—which states, "that within the meaning of the Act, any money, or other thing had or contracted, to be paid, delivered, or given as a recompense, reward, or remuneration, for any labour done, or to be done, whether within a certain time, or to a certain amount, or for a time, or an amount uncertain, shall be deemed, and taken to be, the wages of such labour," it is for those who consider that "the law is the perfection of reason" to declare; "but who shall decide when doctors disagree?"—A. T. J. MARTIN: *Penzance*, Dec. 15.

## THE FORMATION OF CROSS-COURSES.

SIR.—Can any of your geological readers give information regarding the formation of cross-courses, their uses and composition? That lodges always make much richer in their immediate vicinity, I am aware; but the use, geologically speaking, is what appears to me has never been explained. *Bristol*, Dec. 14. L. E. C.

## COAL MINING—SUBSTITUTE FOR THE "PICK."

SIR.—Will you permit a constant reader, who is also a coalowner, to ask of your numerous practical correspondents the following question:—Would it not be possible, with good economical effect, in thin seams, to substitute a saw (something like that used by freestone cutters, and worked by two men,) for the common pick, now in use with the hewers in getting coal, by the operation of which an immense quantity of refuse is occasioned? The men are paid for the good marketable coal which they send up: the loss of good coal by the use of the pick amounts, in some thin veins, to 15, nay 20, per cent. on the quantity to be "won;" and, if an instrument could be devised for winning the coal with less waste than that now in use (the common "pick," or agricultural "pickaxe"), it would cause a great saving, to masters of their capital, and to the most intelligent class of coal miners, the hewers, of time and labour. *Dec. 14.* CARBONARIUS.

## EXPLOSIONS IN COAL MINES.

SIR.—At the time that I transmitted (on the 7th of last month), a few copies (all I had then left) of my "Communications on Coal Mines" to Lord Morpeth, and earnestly requested that benevolent nobleman to distribute them to members of her Majesty's Government, I stated that the thing would assuredly come when the question would compel attention. In less than three weeks from the period referred to, from 30 to 40 victims have fallen sacrifices to explosions by "fire-damp" in the British collieries! But, alas! it requires hecatombs of 50 to 100, in single sacrifices, to the Moloch of the mine, to arouse from apathy and awaken the public sympathies, though the dreadful havoc of Felling, Wall's End, Haswell, and Jarrow Collieries are confessedly not of every day occurrence! The sotti ignorance displayed in the evidence on the inquests at Oldbury, &c., is truly deplorable, and seems almost incredible! "Sulphur! sulphur!"—the unmeaning jargon for the various gases of the mine! "Cimmerian darkness," indeed! Let it be written, as with a sunbeam, that in the precise ratio that ignorance prevails, so does recklessness of self preservation, and of safety for the lives of others, obtain! The causes of these deplorable catastrophes are reducible to three.—1. An erroneous system of working the coal-field;—2. The all but total absence of ventilation, sound scientific principles being scouted; and 3. The "Davy lamp," being in its usual form altogether unsafe, should be protected from the contingencies of currents and counter-currents of air, lateral "blowers," and the deflection of the wick flame, when the lamp is in motion, by a concentric shield of Muscovy glass.—J. MURRAY: *Hull*, Dec. 3.

## MR. CROSSE'S MITE.

SIR.—In the year 1837 a very considerable sensation was produced in this country, by the announcement that Mr. Crosse, of Broomfield, an eminent electrician, was creating insects by means of voltaic electricity. This was the impression on the public mind, whether warranted by Mr. Crosse's statement, or not; though from the account published by him, in the first instance, and that transmitted to Weymouth through his sister, and the use made thereof by Mr. Newton, to whom it was communicated, it could scarcely bear any other legitimate construction. Mr. Crosse is an excellent and most worthy man; but the unguarded denouement, albeit it may not have been meant (for no one has a right to meddle with motives), produced incalculable mischief—many became, in consequence, sceptics, and the atheist referred to it in triumph. Leconte, of France, an avowed atheist, quoted the discovery as an auxiliary to his insane assumption: Weissenborn, of Weimar, chuckled over it, in ridicule of the "short-sighted interpretation" of a symbolical tradition, meaning the Sacred Scriptures: Colonel Macrone hailed it, as proving "the production of life by electricity;" and, as a matter of course, it forms a prominent feature in that insidious and atheistical rhapsody—*Vestiges of the Natural History of Creation*—where unredeemed ignorance contends against truth, and gratuitous assumption wars with the elements of science.

Mr. Crosse's experiments had been pronounced altogether equivocal; and certainly, from what I myself witnessed in his hands, no legitimate inference could be drawn. This, indeed, was admitted by Mr. Crosse himself; and Dr. Faraday, in the spirit of a sound and cautious philosophy, pronounced that the voltaic apparatus and electricity were mere "accessories, not essentials," and subsequent facts proved that he was correct. Mr. Weekes, of Sandwich, it was stated, had also succeeded in repeating Mr. Crosse's experiments, under circumstances less doubtful. I know nothing, however, about Mr. Weekes's experiment, except through the medium of *Morning Herald*, the editor of which remarked, that "Mr. Weekes might have been better employed, than in hatching mites!" Dr. Golding Bird and Mr. Children, names of no mean celebrity, entirely failed in their attempts to evolve the insects, and realise Mr. Crosse's experiment. Thus, it was pretended, that a new being had been *bonâ fide* introduced, for the

first time, into the scene of creation, the offspring of electricity, and effected by its skillful application in the hands of Mr. Crosse. There was no reservation in the case, as if haply the said insect existed elsewhere, had other habitats, or might be found under other circumstances—in sober fact, it was something "new under the sun," and the royal naturalist was wrong. Full of the enterprise, Mr. Crosse posted a specimen to the Royal Academy of Sciences, at Paris, and the following is M. Turpin's remark in the *Comptes Rendus*:—"The specimen of *acarus*, sent by Mr. Crosse, is only remarkable for being a female, and containing an egg, showing that this *acarus* propagates its kind as other *acar* do;" adding, that Mr. Crosse is deceived, if he thinks that a being, so highly organised as the *acarus*, can be formed by "any fortuitous concurrence of atoms"—advising him, at the same time, to try his skill on beings of simpler organisms. The lively Frenchman called it a "microscopic porcupine"—I assigned to it, from the beginning, the name it now bears—*acarus crossei*—in complement to Mr. Crosse, who, no doubt, now laments, as much as any man, the atheistical purposes to which it has been made subservient.

There are various eccentric speculations and opinions in common currency, that are something more than merely questionable; and it becomes every right-minded individual, to check sentiments at once opposed to the principles of science, and destructive to the best affections of the mind. Liebig is a clever man; but the lucubrations of his fancy sometimes run riot. He once threw overboard the "principle of life," but has since adopted it; and yet his assumption of what he calls an "exciter," and its accessories, is a sentiment most repugnant to right-minded views. I believe that Baron Cuvier's conclusion is the safest, and most reasonable and just—"La rere ne naît que de la rere." The gradual development of organisms, continued creations, periodic creations, transmutation of species, &c., and spontaneous, or equivocal, generation, are mental aberrations by no means uncommon, but which I must repudiate as entirely incompatible with inductive truth.

When at Bridgewater, in 1838, I was informed that the same insect (the *acarus crossei*) had been detected in the cellar, and developed on a stick placed in soap and water—indeed, Mr. Clarke, of that town, says that it makes its appearance in twelve days, in a solution of soap, and also on a piece of wood kept constantly damp. Mr. Clarke has shown it to Mr. Crosse, and the latter has confessed it to be the identical insect. If I remember right, a naturalist informed me, some years ago, that it had been detected under the decaying bark of a tree—so that it is by no means the *solitaire*, either of Mr. Crosse's laboratory, or of Mr. Weekes's apparatus. The other day I found the *acarus crossei*, or Mr. Crosse's mite, ON THE EDGE OF A JAR CONTAINING STRAWBERRY JAM! The Stanhope-lens was quite sufficient to reveal the bristled form of the insect, to which I am no stranger, having seen it in Mr. Crosse's experiments at Broomfield, and under the lens of his own microscope. J. MURRAY.

Portland-place, Hull, Dec. 12.

## IMPROVEMENTS IN SHIPBUILDING.

SIR.—The queries, with which I concluded my last letter, are, rather more difficult to reply to, than they might at first appear to be; and perhaps this part of the problem of shipbuilding will turn out to be the most difficult to solve, and, probably, cause a greater deviation from preconceived notions, than any other with which we may have to deal; because, in attaining the object at which we wish to arrive—namely, to make the vessel displace more of the upper, and less of the lower, portions of water—it becomes necessary, as I have previously stated, to increase the breadth of beam, in order to give her the requisite stability under her canvas; in doing which the following difficulties present themselves:—First, should the bottom be rounded gradually from the wales to the keel, in such a manner as to make her rest on the water like the longitudinal section of a cask, she will, on the application of lateral pressure to the masts, have too great a tendency to yield to it, and so lie over to one side, on account of the force of gravitation, and the fluid resistance acting equally round a common centre—thus imparting to the vessel all the concomitant attributes of a round figure, with the too great facility of revolving on its axis, which will render her unstable and tender when under canvas; we must, therefore, repudiate this shape for the bottom. Next, should she be made with a long flat floor, and wall sides, the resistance to lateral pressure will be increased certainly, but at the expense of rendering her stubborn and unseamingly, when exposed to a high sea—giving her a tendency to lurch heavily, and so create an undue strain on the masts and fastenings; whilst, at the same time, on sufficient force being applied to lie the vessel over to one side, when sailing with the wind abeam, the lee bilge will become deeper in the water than the keel is, by which the efficiency of the keel, in preventing drift to leeward, will be completely destroyed; consequently, the vessel, when upon a wind, will not be able to make her way good, but describe a course several points to leeward of that which the compass indicates. And, lastly, should she be built with a great rise in the floor, so as to assure at all times sufficient resistance from the keel to lateral drift, the capabilities for storage will be so much encroached upon, that she will not carry sufficient cargo, in proportion to her tonnage, to make the possession of such a vessel a profitable investment. It would appear, from all those negatives, that we must give up the idea of being able to overcome the difficulties that lie in the way of the accomplishment of the desired end—that of being able, by increasing the breadth of beam, to diminish the draught of water of a vessel, so as to gain a greater mechanical advantage for the amount of power transmitted through the masts, from the impingement of the wind on the sails.

But I hope to be able to suggest a way of obtaining this wished-for consummation. Before proceeding to enunciate my system, I must again trespass on the patience of your readers, by making the following remarks, which I consider pertinent, and absolutely necessary to the elucidation of the question. The effort of a sailing vessel, to progress through the water, depends entirely on the active energy communicated to her through the masts, from the impingement of the wind on the sails, together with the direct drag on the vessel made by the sheets of the courses, and those of the fore and aft sails—this still dependant on the impinging wind; the sails being trimmed in such a position with the direction from which the wind is blowing, as to make the angle of incidence, at which it will strike the canvas, that best calculated to impart the utmost force in the required direction; thus, the constant attention of the mariner is required to see that the sails of his vessel are trimmed in such a manner, as is required by the circumstances in which she may be placed. This all being attended to, the speed at which the vessel moves will depend upon the actual difference between the full value of the force acting on the canvas, and the resistance met with in displacing the water; but it must not be lost sight of, that this resistance increases with the depth—therefore, the necessity of diminishing the draught of water in such a manner that, in making a counterpoise to the weight of the vessel, the displacement may be effected as largely from the surface water as possible; also, to gain great speed, the necessary power increasing with the square of the velocity as stated, the saving of power, by reducing the draught of water, is immensely greater than a casual observer would suppose. I will, in my next, point out how I proposed to have the bottom shaped; but, before concluding this, must thank "S. S." for the very gentlemanly manner in which he has conducted his correspondence. Some people are too apt to suppose that, because they differ in opinion from another, they must lay aside courtesy; and I am glad to have this opportunity of tendering my homage to one, who has shown himself beyond the influence of so puerile a propensity. NAUTICUS.

London, December 16.

## IMPEDIMENTS TO SCIENTIFIC PROGRESS—MR. GREENHOW'S RAILWAY.

RESPECTED FRIEND.—The letter of "Q. E. D." in the *Mining Journal* of the 28th ult., proves beyond a doubt, that man receives anything new only with the greatest difficulty. It seems, in fact, as if many individuals thought they were benefiting the world by condemning everything new after a superficial examination; yet that the motives are not the same in every one, cannot be denied. With some, it is certainly evident that selfishness is the basis, and, in that case, argument is labour lost; others like to pride themselves in alluding to a proposition which has not been carried out, that they had condemned it from the first—not, perhaps, considering that it was such opposition as their own which had delayed the adoption of the plan; but, with others, the opposition is simply the result of ignorance, or rather of stupidity: these individuals are never open to conviction—after giving an opinion, they hold to it with the greatest tenacity, until the plan which they ridiculed is carried out, when they cowardly sneak out of the way, without the manliness of confessing that they were in error. That this opposition must retard the progress of science to some extent, must be evident. Wherever this opposition can be extended with success, an inventor must struggle with the greatest difficulties. This is, probably, the cause why many branches of science are still, as it were, in their infancy; while others, such as chemistry, have made wonderful strides; simply because individuals can make experiments to test their dis-

coveries. Supposing, for instance, that a chemist had stated, 30 years since, before a scientific association, that he was convinced of the possibility of making water freeze in a red-hot vessel, but that 10,000*l.* were required to make the experiment; and supposing he would have proved that the result of success would benefit the human race to a considerable extent, no one will suppose that the idea would have been entertained—the chemist might rather have considered himself fortunate, if he had escaped being confined in a lunatic asylum. The possibility of attaining this end was not believed until seen, and the several persons were found ready to explain that it was simply the result of a well-known law of nature: it was nothing so very wonderful after all. The discovery seems now almost forgotten, probably because there was no opportunity for the "solons" to ridicule the inventor.

But we must not suppose, that selfishness and ignorance form the only cause which operate against the adoption of anything new. The English are a practical people, and are, as it were, afraid of entertaining any idea which seems difficult to be carried out. There are other countries where everything new is received as an improvement, and its plausibility immediately pronounced—but beyond that nothing is done; while in England it is only necessary for a plan to be generally approved to be adopted, and this has always been the work of time. Inventors must not think it a part of their employment to condemn the world for not adopting their plans at once. Such a mode of proceeding destroys the end in view. It is rather too bad for an inventor to inform the world, that it is owing to his blindness that his inventions are not adopted. If he thinks himself enlightened on a particular subject, it is his province to prove it; and if he is right, the opposition which selfishness and ignorance may throw in his way, will, undoubtedly, become "small by degrees, and beautifully less." The invention of C. H. Greenhow seems certainly to promise a great deal; and there can be little doubt but his Geometrical Railway will be one day adopted; but he may think himself fortunate, if he succeeds in bringing it into general notice in five or six years, unless he can test it experimentally, which, of course, must be on a large scale.

Liverpool, 12 mo. 9th.

JOHN DE LA HAYE.

## COMPRESSED AIR-ENGINE COMPANIES.

SIR.—I was a short time ago asked to join a scheme for establishing a company for locomotion, by means of compressed air, when I fortunately stumbled upon a letter signed "Prudentia," published in your paper of the 14th of November. He says, that a patent has been taken out for this invention five times, the earliest being 18 years ago. From further inquiries, I am led to believe, that in addition to those he names, Sir G. Cayley has also a patent for the same invention. How, in the face of these facts, can the parties I speak of, and Mr. Parsey, too (as he is doing, according to your Notice to Correspondents), still venture to go on? We want, indeed, some "Prudentias" among us: can he, or any of your readers, give me with any certain information on this subject? R. D.

Lincoln's Inn, Dec. 17.

## DARTMOOR PEAT AND BOG EARTH.

SIR.—I was much pleased by the perusal of a very important article on peat in your paper of the 5th inst.; I trust you will allow me to follow up that article, by some remarks on this valuable production in our neighbourhood. It does not appear to be generally known, that an immense quantity, almost inexhaustible, of this material, exists on the lands of the Prince of Wales, on Dartmoor—nor the extent of the experiments that have been, and are now, making on it. Various companies which have been lately formed, and whose works are upon the Moor, make use of a large quantity of peat; but none to so great an extent as a most respectable company formed for the extraction of naphtha, and several other substances, from it. This company has practically found Mr. Rogers's views to be correct. They have, during the summer months, cut from 50 to 60 tons per day, and they have now laid down a railway, to transport the peat to their works. Before they place the peat in the retorts, it is dried in the open air; and the coke produced from it is of sufficient solidity for the smelting of ore. I have little doubt, as to price, this company is prepared to sell it at 18*s.* per ton; and if a railway was constructed to Plymouth, it could be delivered there at 20*s.* per ton. As to manure, peat being concentrated vegetable matter, which only requires a small portion of lime to set it in action there can be no doubt of its useful applicability. One method that has been tried with great success in growing cabbages (several of a crop grown this summer on land of this description having exceeded 20 lbs. each in weight), is to place it in cow-houses and drains, to absorb the droppings from cattle, which has been found equal to weak guano. Another plan is to beat it up small, and mix about one-fourth of lime, and drill it in with the seed; in this way, turnips of immense size have been obtained. The properties of bog earth are well known to gardeners, and the time appears to be now come for its most extensive and valuable application: it is probable that it may be rendered, within 20 miles of the Moor, at about 10*s.* per ton in a pulverised state. I trust these observations may be the means of drawing a little attention to a material, at all times valuable, but, hitherto, much neglected.—A LOOKER ON: *Phymoth*, Dec. 14.

## SUPPLY OF WATER TO THE METROPOLIS.

SIR.—Is it not extraordinary, to see the public generally so energetic on some points, yet so supine upon things which virtually affect their health and comfort? Twice companies were formed, which were to bring the ample waters of the Wandle into use—a river more pure and excellent the whole nation cannot boast: first, a most futile objection was raised by the millowners and others, though it was clearly pointed out to them that it would not be required for the use of the inhabitants of London, till they had availed themselves of its power, and a guarantee be given to protect them in their rights. Secondly, the inhabitants on the Surrey side of the Thames, for whom the blessing was chiefly designed, and who ought to have hailed it as a God-send, looked upon it with the utmost apathy and unconcern; consequently, it fell to the ground a second time—content to receive what was ejected by the millions, for employment in culinary purposes, and thereby find its entrance a second time into the human stomach. I agree that this is far from a cleanly remark, but who will be bold enough to say, it is not the fact?—for instance, look at the situation of the Vauxhall and other great water-works, erected close to the wide, gaping mouths of immense sewers, emptying their rivers of filth, which is instantly again taken up by the works, and disseminated over the vast metropolis. Sir, this can only end, at last, from its great putrescence, in some highly malignant disease, which may prove awfully fatal to half its inhabitants. To talk of the variety of plans employed for its purification, is farcical; for, after all their contrivances to disengage it from its horrible impurities, much deleterious matter will be still held in suspense, from which no chemical process can ever disengage it, and restore it to its original constituent purity. I speak from analysis: the evil is awfully on the increase, by the endless number of sewers now making. I agree with you, Sir, the public thanks are every way due to Mr. Burt, for his unremitting attention; and I trust that gentleman will in no way slacken in his laudable exertions, but strenuously persevere till the grand object he has in view be fully carried out. Had I been on the direction of the Great Western Railway Company, London should have had an abundant supply long ere this. Mr. Charles Russell (the chairman) is a gentleman, easy to be approached: instead of going to an enormous expense to carry an aqueduct, let Mr. Burt solicit an interview with that gentleman, and carry out the object jointly with that company. Why, Sir, on a plot of ground at the junction of the River Kennet with the Thames, an engine might be erected, the level being complete; pipes parallel with the line might be laid down; another engine also might be erected on an elevated spot near the London terminus; and, were the metropolis twice the size, it would then have an abundant supply of the purest water.—T. K.: *Sidmouth*, Dec. 16.

## IMPROVED LIFTING JACKS.

MANUFACTURED BY  
GALLOWAYS' AND CO.,  
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MANCHESTER.

\* The attention of parties who employ  
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## PROGRESS OF FRENCH MINING INDUSTRY.

[FROM OUR PARIS CORRESPONDENT.]

Last week the Customs Department published the returns, relative to the commerce of France, during the year 1845. They show, under the head "general commerce," which means everything going out of, or coming into, the kingdom, that the importations were 1,240,000,000 fr., and the exportations 1,187,000,000 fr. The total of the importations and exportations shows an increase of 88,000,000 fr. over that of 1844, which increase is equal to 4 per cent. On the preceding five years, the increase is 2 per cent. Under the head of "special commerce," which means everything imported for the actual use of the country, and every kind of native products exported, the total is 1,704,000,000 fr.—being an increase of 47,000,000 fr., or 3 per cent., over 1844; and of 167,000,000 fr., or 11 per cent., over the preceding five years. Adding the "special commerce" importations and exportations together, it appears that the largest business was transacted with the United States; England being second, and Belgium third. In importations alone, the United States stands first, Belgium second, England third; but in exportations England stands first, the United States second—so that we are not only the best customers France has, but we buy more of her than she buys of us. The total importations from England to France were 139,000,000 fr., of which 85,000,000 were consumed in the country, the rest only passing through. This is a diminution of 4 per cent., as compared with the preceding year, on the total importations, and of 7 per cent. on the internal consumption. The reduction is almost entirely on cotton threads. The exportations of France to England show an increase of 4,000,000 fr. In the importation of coal there is an increase of 25 per cent. over 1844—the value being 38,000,000 fr.; the greater part of this increase came from England. In the importation of copper there is an increase of 43 per cent. The exportation of machines, &c., shows an increase of 33 per cent.

I invite your particular attention to the following statement, the facts of which are borrowed from *Le Siecle*, some of whose writers are intimately connected with the railway alluded to:—

The Northern Railway Company, after having vainly attempted to procure rails in France, demanded of the Government permission to import 25,000 tons of rails from abroad. It did not demand to introduce this great quantity of iron free of duty, but contented itself with proposing to pay such a duty as should make the rails 350 fr. (14*l.*) a ton, which was what it paid last year. It calculated that it could procure rails in England at from 240 fr. to 250 fr. a ton; that the price of conveyance would be from 40 fr. to 50 fr. a ton; and that a duty of from 50 fr. to 60 fr. a ton would, under the peculiar circumstances, be accepted, instead of the modest 206 fr. a ton inscribed in the tariff. Such an arrangement would have yielded 12,500,000 fr. or 15,000,000 fr. (500,000*l.* or 600,000*l.*) to the national Exchequer, and would have done no harm to the ironmasters; for, be it repeated, the company had "vainly attempted to procure in France" the rails it demanded permission to introduce. Will you suppose, naturally enough, that the Minister of Commerce hesitated not one moment to accord the required permission? How, indeed, you will ask, should he, when he has every day under his nose official returns, showing what the ironmasters can produce, and what they have undertaken to supply—returns which prove most clearly that the greatest miracle on earth could not enable them to meet their engagements. But, ah! you don't know this good Minister of Commerce. Instead of ordering the Custom-house to be thrown open to the English rails at 50 fr. or 60 fr. a ton, the worthy man sent to the committee, which the ironmasters have elected to preside over them, to ask what they had to say to the demand. The ironmasters, of course, with even more than their usual brutal selfishness, unhesitatingly declared that the offer must not be accepted. It will seem incredible to you, that men who cannot do a thing, are determined to prevent others doing it; but, incredible though it be, such is really the truth of these iron monopolists of France. They, however, by way, probably, of gilding over their scandalous refusal, proposed to undertake, by clubbing among themselves, to supply the rails at 380 fr. the ton! But, it may be asked, could the company get the rails even at that exorbitant price? Most certainly they cannot, unless, as the *Siecle* says, they import *fonte*, to fabricate them from Belgium or England; and, even if they import *fonte*, not the slightest reliance could be placed upon their promises or their treaties.

These facts cannot surely be lost upon the Members of the Chamber of Deputies. They cry trumpet-tongued against the continuance of an odious monopoly, and compel the Deputies, as friends of their country, to force the Government to put an end to it.

In the official publications, in the *Gazette des Tribunaux*, relative to new companies made pursuant to law, it is stated that, in compliance with the resolutions passed at a meeting of the shareholders, held in London, the capital of the La Jachotière Company, bearing the names of T. Lamie Murray, Deprez and Co., has been carried from 400,000 fr. to 1,000,000 fr., to be provided for by the creation of new shares.

Some little time ago, I mentioned that the forges and *hauts-fourneaux* of Verzon, and the neighbourhood, had been taken from the Marquis de Boissy and others by M. Aubertot. A company for working them was got up by Messrs. Levesque, of Paris, backed by some eminent capitalists. A dispute has arisen, it appears, as to whether the company shall take the "Levesque and Co.'s," or become a *compagnie anonyme*. A court of law has been called upon to decide the matter; and, *en attendant* the decision, it has nominated M. Ganneron, the banker, to be what is called *sequestre judiciaire*. In the course of the proceedings, which led to this nomination—*itself* a mere matter of form—it was stated that M. Ganneron had already advanced 460,627 fr. for carrying on the works.

The *Moniteur* announces that seven different iron establishments have been called upon to send in offers for the supply of 40 *tabliers en fonte*, required for the viaducts of the Tours and Nantes Railway. The cost thereof is estimated at 182,200 fr.

On the 10th, the prices of St. Dizier were as follows:—*Fers battus à la houille*, 390 fr. and 400 fr. for Paris—400 fr. and 410 fr. for the provinces; *ferr laminés*, 390 fr. and 440 fr.; *ferr en verges*, 440 fr.; *fils de fer*, 6 fr. 60 c.; *bandages percés*, 440 fr.; *essieux bruts*, 410 fr.; *essieux étampés*, 425 fr. to 340 fr.; *boîtes de roues*, 280 fr.; the *fontes flanches* were without affairs—the transactions already made absorbing all the fabrication until the month of March.

The Company of the Mines de la Grand'Combe et du Chemin de Fer du Gard has provided that it shall be made to bearer instead of being what is called *minative*; but a sum of 5 fr. is required on making the change, which will yield a considerable sum. The effect of the change will be to increase the facilities of disposing of the shares. A shareholder must, for the future, hold 20 shares, to be entitled to be present at the extraordinary meetings, and 10 at the general assemblies.

The *Journal des Débats* published a letter from Stockholm, of the 1st December, stating that the iron mines of Gellivare, in the province of Norland, had been publicly sold by auction to an English Company for about 65,000*l.* The mines belonged to the late King of Sweden, and were sold as part of his private estate.—*Paris, Tuesday.*

IRON TRADE AND RAILWAYS OF BELGIUM.—A letter, from Brussels, states that the iron trade of Belgium is receiving, from the extension of railways in that kingdom, a perceptible and unprecedented impulse. At the monthly meeting of the ironmasters, held on the 8th inst., it was decided not to raise the price of pig-iron; but all large orders at the present rate of 5*l.* 8*d.* per ton, taken at the works, are refused—and, in some instances, an advance has been freely given—there being no stock to fall back upon. For rails, 12*l.* 16*s.* per ton; and the other descriptions bar-iron prices remain the same, and the rolling-mills are fully occupied; altogether, the prospects of the trade are highly satisfactory. In the *Moniteur Officiel*, which publishes a monthly list of the value of the shares in the various companies, there are some striking instances of the rapidly increasing value of all property connected with the iron trade of this country. Amongst others, the iron-works of Sclessin, near Liege, the shares of which, on the 1st of January, were at 995 fr., are quoted, on the 1st day of November last, at 1200 fr., or 20 per cent. premium. The shares of l'Esperance were at 845 in January—they are quoted, on the 1st of November, at 1425; but the most striking instance is the shares of Monceau Iron-Works, situated at the northern terminus of the Sambre and Meuse Railway. In January, the 1000 fr. shares were at 2000, and on the 1st of November 2800, with buyers. The 1000 fr. shares of the Providence Works, which are of more recent date, are quoted at 1500 fr. This company has just finished erecting a very large rolling mill on the borders of France, to avoid the present high duty on rolled iron.

SAMBRE AND MEUSE RAILWAY.—The works are being carried on with promptness and vigour, and upwards of 1000 workmen on the section from the Louvain to Gasteau, towards Yavre. The gallery of the tunnel, which is to be made under Mount Cesar, is already pierced upwards of 200 metres in length. The works of the section from Charleroi towards Gembloux will shortly be put in adjudication, so that they may be commenced in the course of January next, should the weather permit. The directors have been very fortunate, having already received three-tenths of the capital, so that they will be enabled to carry on the works of the line without making any further call before next year.

WEST OF SCOTLAND IRON COMPANY.—We lately visited the West of Scotland Company's Malleable Iron-Works, at Motherwell, which have been only recently brought into operation. We believe that this establishment is not only the most extensive, but perhaps the best constructed malleable iron-work in the kingdom. We found only part of the works in operation; but, from the state of forwardness of the remaining portion, the whole will probably be at full work, in a few months hence; when they will turn out 700 tons of rails weekly. The extent of the works may be conceived, when it is stated that they will manufacture 50,000 tons of pig-iron, consume 100,000 tons of coals annually, and employ 1200 to 1500 men. The works are situated near Hamilton, at the point where the Clydesdale Junction Railway joins the Wishaw and Coltness. In the selection of this site, the directors of the company have shown great discernment, as they will draw ample supplies of pig-iron from the neighbourhood of Airdrie, by the Wishaw and Coltness line; while they will have direct communication for shipping their manufacture at Glasgow Harbour, by the Clydesdale Junction. From the well-known abilities and experience of the gentlemen composing the board of management, we augur great success to this company; especially when we consider the gratifying prospects of the iron trade, and even the local demand for malleable iron in this country. We observe that at present, when shares in public companies are so much depressed, those of this concern have attained a premium of 14*l.*—*Glasgow National Advertiser.*

The iron mines of Gellivare, in the province of Norland, the property of the late King of Sweden, were sold last month by auction to an English company, for a sum equal in English money to 65,000*l.* sterling.

The number of English and Irish bills for new lines, of which there are but few, and for branches and extensions for next session, is 253; the total number, including Scotch, being about 302.

Three thousand tons of iron rails are required for the future highway between Dundalk and Enniskillen.

CONTRACTS FOR RAILS—SHREWSBURY AND BIRMINGHAM.—This company has just contracted for all the rails which will be required for their line. The contracts have been taken by three ironmasters in South Staffordshire, and the rails are to be made on the convex principle, with a flat base, not intended to be turned over.

CONTRACTS FOR RAILS AND CHAIRS—SOUTH STAFFORDSHIRE RAILWAY.—At a numerous meeting of the directors, at the offices, on Tuesday, tenders were received for 1000 tons of rails, and 250 tons of chairs. There were a considerable number of tenders before the board, from which those presented by Messrs. J. Bagnall and Sons, Westbromwich, for rails and chairs, were selected. The rails to be supplied at 9*l.* 18*s.* 6*d.*; the chairs at 6*l.* 18*s.* 6*d.*. A gentleman from London presented, on behalf of one of the large Welsh houses, a tender for the rails at 10*l.* 2*s.* 6*d.*, the iron to be delivered at the Bescon station. The average of the tenders would, therefore, seem to be about 10*l.*, with the exception of the one accepted.

BIRMINGHAM, WOLVERHAMPTON, AND DUDLEY RAILWAY.—The directors held a meeting at their offices at Birmingham, on Monday, to receive contracts for the works on that portion of the line between Birmingham and Great Bridge, a distance of little more than six miles. The number of estimates sent in was 13; that accepted was from Messrs. Hood, Hill, and Hill, of Romsey, Hants, it being considerably under the Parliamentary estimates. The works are to be completed within 18 months; and it is understood to be the purpose of this company, and of the Birmingham and Oxford Junction, to expedite matters so far, that the whole line from Fenny Compton to Wolverhampton shall be opened in two years.

The contract for the works on the Great Northern, from London to Peterborough, has, it is said, been let to Mr. Brassey, the contractor, for 120,000*l.*

AMERICAN CONTRACTORS.—Mr. S. Norris (of the firm of Norris Brothers) of Philadelphia, has concluded a contract with the Atlantic and St. Lawrence Railway, for the supply of all the locomotives, cars, castings, and other machinery required for the full equipment of the entire line—the amount of the contract being, as we are informed, not less than 180,000*l.* The line is expected to be in full operation through to Montreal by January, 1849.

Bronzed Iron Cannon.—It will be remembered that, some months ago several iron cannon were bronzed by the galvanic process at Berlin, by order of the Prussian Government. They were tried on the 7th inst., in presence of Prince Adalbert, and several artillery officers, and were found to answer admirably. Although one-third less in thickness than the ordinary iron cannon, they bore a larger charge of powder.

AMERICAN INVENTION—CAST-METAL SHIPS.—(From a Correspondent).—The idea of casting vessels in one mass originated with that all-inventive genius Dr. McNeill, of Washington, who has discovered a composition, combining the strength and economy of iron, with the indestructible qualities of copper! The original material may be repelled and used over and over again, so that the old hulls may always be converted into new for the expense of casting—the loss by wear not coming to more than 1 per cent. in 10 years. In case of accident, a hole can be soldered up with a plate of the same material in five minutes. This plan has been strongly urged upon the public attention by Lieut. W. D. Porter (the son of the lamented commodore), and in the end will meet with general favour. The invention has been secured; and it is probable that one of our enterprising shipbuilders will prepare a model, and cast some small craft, by way of experiments (?) soon after the holidays.

EXPERIMENTS WITH COAL.—Lord Auckland and Lord John Hay, on Wednesday, examined the various plans and apparatus fixed at the College of Civil Engineers, at Putney, for prosecuting the inquiry into the heating powers of coal, with a particular view to its use in our steam navy. This investigation is, our readers know, proceeding under the direction of Sir H. De la Beche and Dr. Lyon Playfair. In the laboratory of the Museum of Economic Geology, a complete analysis of each variety of coal is being made by Dr. Playfair—while, at the College of Civil Engineers, boilers have been erected for the purpose of ascertaining, by practical examination, the actual value of each kind of coal, with particular reference to its power of evaporating water under various conditions of pressure, and of form of boiler. This part of the inquiry is under the superintendence of Mr. Wilson. The great importance of such an investigation as this must be evident, connected as it is with the economy of steam navigation.

EFFECT OF SHOT UPON IRON STEAMERS.—A paragraph, on the effects of shot upon our war steamers, has gone the round of the papers, stating, that the splinters from shot on ironships are so much larger than on those built of wood, that the sailors will refuse to enter into iron war vessels. Now, at first view, we thought the story apocryphal, "from its most vain and impotent conclusion;" for we know something of British tars, and that but few, very few of them, would be determined or deterred by the probability of personal danger in their choice of a ship. The result of our inquiries tends to confirm our opinions. We are told, that on the experiments recently made at Woolwich, of the effect of shot on iron, a gentleman remarked to Sir G. Cockburn, that he thought the iron splintered. Sir George treated the matter lightly, saying, that in the first action he was in, splinters from the first short fired knocked down nine men. Now, we believe, that if Sir George had been of opinion that splinters from iron exceeded, or were more dangerous than those from wood, he would have freely and openly declared it; besides, we remember that the same cry was raised against the use of oak timber, when it was introduced in the Royal Navy. The *Cornwallis*, frigate, was the first frigate built of teak. In 1808, she was commanded by the present Admiral Pellew; and he, and the present Admiral Troubridge, recollect, we have no doubt, the talk about danger from splinters from teak-built ships of war. Messrs. Ditchburn and Mare very fairly offer to set the question at rest; they say, they will permit one of their iron ships to be filled with paper figures, the size of men, to be fired at with shot, as often as may be agreed on. The splinters from iron, and their effect, would, by this means, be fairly tested, and the question decided.—*Nautical Standard.*

GUN COTTON.—The manufacture of explosive cotton has been prohibited in France—not only to protect the gunpowder trade, but to guard the public against so dangerous a substance.

EXPERIMENTS WITH GUN COTTON IN MANCHESTER.—The following information has been received from Mr. Halliday, of experiments made with a superior gun cotton to that used previously—15 grs. in a common fowling-piece projected a ball at 50 yards through three boards, each 1½ in. thick, the latter board being covered with copper 1-16th of an inch thick. Between the first and second board there was a space of 36 in., between the second and third 44 in.—the latter resting against a gate, from which a portion of the spars were broken, the ball projecting it to some distance; the ball could not be found: 8 grs. at the same distance, and with the same boards situated as before, sent a ball through the first board into the second, which had a cross-bar of the same thickness as the board, making 4½ in. altogether, and was stopped by an iron bar; the ball, when taken out, was found slightly injured: 3 grs. in one of Edge's roof rifles, sent a ball at a distance of 25 yards through 1½ in. plank. Experiments were also made in the *Archieve Line Pits*, when it was found, after several trials, that 222 grs. gun cotton produced a better effect than 400 grs., or 1750 grs. of the usual gunpowder employed in mining operations—so we may safely estimate the gun cotton as eight times stronger than gunpowder! Another remarkable fact with regard to this interesting body is, that when exposed to a temperature of from 200 to 300; or, if kept at the latter temperature for a short time, the cotton becomes brown, and loses its property of explosion; but, if thrown into a vessel heated to 350, it immediately explodes. Steaming it, as calico-printers steam their cloth, has no effect upon it—if its efficacy is increased. The acids used (equal mixtures of nitric and sulphuric acids) were as strong as could be made, and only in such proportions as would wet the cotton employed. This is the most difficult part of the operation, and requires dexterity in the management, as the cotton is apt to take fire unless it is speedily saturated with the acids. This circumstance, we fear, will prove a practical difficulty in the manufacture of this article on the large scale.—*Manchester Courier.*

BRISTOL AND POOLE HARBOUR.—At a meeting of the Poole Town Council, on Monday, the following resolutions were unanimously passed.—That the corporation assent generally to the Bristol and Poole Harbour Bill, but oppose the taking by the company of the quays.

## STEAM TO INDIA VIA EGYPT, MALTA, ITALY, ALEXANDRIA, AND THE PENINSULAR PORTS.

## PASSAGE TO BOMBAY, MADRAS, AND CALCUTTA.

The Peninsular and Oriental Steam Navigation Company BOOK PASSENGERS for CEYLON, MADRAS, AND CALCUTTA direct, by steamers leaving Southampton on the 20th, and for Alexandria, as usual to Bombay, on the 1st of every month. A steamer from Southampton leaves the 1st and 20th of every month for Malta, whence steamers to Naples, Genoa, Civetta Vecchia, three times a month.

STEAM TO CORUNNA, OPORTO, VIGO, LISBON, CADIZ, AND GIBRALTAR.—A steamer leaves Southampton on the 7th, 17th, and 27th of every month. Apply at the Peninsular and Oriental Steam Navigation Company's offices, 51, St. Mary Axe, London, where only passages can be secured throughout.

## PATENT GALVANISED IRON WIRE ROPE WORKS.

MILLWALL, POPLAR. ANDREW SMITH begs to inform the Mining, Railway, and Shipping interests, that he has obtained a PATENT for an IMPROVED METHOD OF GALVANISING IRON, producing a much superior article at a considerable saving in cost—the improved process for galvanising wire rope, adding only £10 per ton instead of £20, under the ordinary process. The rope is extensively used in damp situations, for mining and railway purposes, and for ships' standing rigging.

## TO ENGINEERS, RAILWAY CONTRACTORS, MINING

AGENTS, IRONMASTERS, AND OTHERS REQUIRING FINE GREASE & MACHINERY AND AXLES of every description.—JOSEPH PERCIVAL'S IMPROVED ANTI-FRICTION GREASE is—after trials on machinery and axles of every kind where constant friction is kept up—admitted to be the most useful, economical, and best preparation of the kind ever offered to the public. References to scientific and practical men can be given, and testimonials shown of its great excellence.—Samples forwarded on application at the manufactory, Green-street, Wellington-street, Blackfriars-road, London.

## THE PROJECTED RAILWAYS.

## PATENT METALLIC SAND OR ENGLISH POZZOLANO.

—The PROPRIETORS of the METALLIC SAND, after many years' experience of its merits, confidently RECOMMEND it to the attention of Engineers, Architects, Builders, and the public generally, as an invaluable article for HYDRAULIC AND OTHER WORKS requiring great strength and durability.

In analysis, the metallic sand is very similar to the Italian Pozzolano—the value of which, in all subaqueous works, is so well known to engineers and architects; but from its granular form, and the sharpness of its angles, and the increased quantity of iron it contains, the metallic sand has been found more durable, and much cheaper than any other similar material at present in use.

From its chemical qualities it forms, in admixture with lime and common sand, a cement, mortar, or concrete, of flinty hardness, and almost entire impenetrability; and from its adhesive and impervious qualities, it completely and for ever excludes water. The more it is exposed to the atmosphere, and to wet and damp, the harder and more durable it becomes. In the formation of mortar and concrete, it has been extensively used in the great tunnels on the London and Birmingham Railway, in the foundations of the New Houses of Parliament, sea walls on the North Devon Railway, Clifton Reservoirs, and other works of importance.

As an external stucco, the metallic sand cement is unaffected by frost or wet; in appearance it resembles the best Portland stone; requires, therefore, neither colour nor paint, and is entirely free from vegetative cracks and blisters, to which Roman cement is liable.

Further information will be given, and specimens shown, on application to Mr. C. K. Dyer, 4, New Broad-street; and at the Metallic Cement Wharf, King's Road (opposite Pratt-street), Camden New Town, London.

ANALYSIS OF THE PATENT METALLIC SAND.			
Silica	49	Lime	6
Oxide of iron	32	Magnesia	2
Alumina	6	Zinc	3
Arsenic and carbonate of copper			

## EUROPEAN LIFE INSURANCE &amp; ANNUITY COMPANY.

ESTABLISHED JANUARY 1, 1810. Empowered by special Act of Parliament, 7 and 8 Victoria, cap. xlviii. OFFICES—No. 10, CHATHAM-PLACE, BLACKFRIARS, LONDON; and No. 53, DAME-STREET, DUBLIN.

JOHN ELLIOT DRINKWATER BETHUNE, Esq., Chairman. Insurances may be effected daily on the ascending or descending scale—a limited number of annual payments, by even annual, half-yearly, or quarterly payments, or by payment of half the usual annual premium for five or seven years. Parties effecting insurances on their lives for £500, or upwards, are privileged to attend and vote at the half-yearly general courts. CHARLES SAUNDERSON, Sec.

## GREAT BRITAIN MUTUAL LIFE ASSURANCE SOCIETY, 14, WATERLOO-PLACE, LONDON.

THE CHISHOLM, Chairman. WM. MORLEY, Esq., Deputy-Chairman. HALF CREDIT RATES OF PREMIUM.

The attention of ASSURERS is particularly directed to the Half Credit Rates of Premium by which means insurances may be effected, and loans for short periods secured with the least possible present outlay, and at a less premium than for short terms only, and with the option of paying up the arrears and interest—thus becoming entitled to participate in the whole of the profit of the institution.

Extract from the Half Credit Rates of Premium.			
Age 30.	Age 40.	Age 50.	Age 60.
£0 17 0	£1 1 1	£1 8 2	£2 1 0
			£3 4 2

Thus £1000 may be assured at the age of 30 by the annual payment of £10 10*s.* 10*d.* for the first five years.

The whole of the profits divided ANNUALLY among the members, after payment of five annual premiums.

An ample guaranteed capital, in addition to the fund continually accumulating from premiums, fully sufficient to afford complete security to the policy-holders.

Members assured to the extent of £1000 entitled (after payment of five annual premiums) to attend and vote at all general meetings, which will have the superintendence and control of the funds and affairs of the society.

Full particulars are detailed in the prospectus, which, with every requisite information, may be obtained by application to A. R. IRVINE, Managing Director.

## NATIONAL LOAN FUND LIFE ASSURANCE SOCIETY.

26, CORNHILL, LONDON. Capital £500,000.—Empowered by Act of Parliament.

This institution embraces important and substantial advantages with respect to Life Assurances and Deferred Annuities. The assured has, on all occasions, the power to borrow, without expense or forfeiture of the policy, two-thirds of the premiums paid (see other conveniences or necessity). Assurances for terms of years are granted on the lowest possible rates.

DIVISION OF PROFITS. The remarkable success and increasing prosperity of the society has enabled the directors, at the last annual investigation, to declare a fourth bonus, varying from 35 to 85 per cent. on the premiums paid on each policy effected on the profit scale.

EXAMPLES.						
Age.	Sum.	Prem.	Year.	Bonus added.	Bonus in Cash.	Permanent reduction of Premium.
60	£1000	£0 3 4	1837	£217 15 1	£109 0 11	£16 0 4
			1838	192 3 0	87 10 4	13 10 1
			1839	165 11 10	74 1 9	11 3 1
			1840	116 7 6	54 0 10	7 18 10
			1841	111 6 8	49 10 0	7 10 4
						£445 0 0
						306 11 1
						246 12 3
						296 13 4
						247 4 5

The division of profits is annual, and the next will be made in December of the present year. F. FERGUSON CAMROUX, Secretary.

## NO BREWING UTENSILS REQUIRED.

## PATENT CONCENTRATED MALT AND HOP EXTRACT

enables PRIVATE INDIVIDUALS TO MAKE FINE HOME-BREWED ALE.

WITHOUT EMPLOYING ANY BREWING UTENSILS.—It has only to be dissolved in hot-water and fermented.—Sold, in jars, for medicinal and other purposes, at 1*s.* and 1*s.* 6*d.*; and in bottles for brewing 9 to 18 gallons and upwards of ale, at 6*s.* 6*d.* and 12*s.* 6*d.* each, by the

BRITISH NATIONAL MALT EXTRACT COMPANY, 7, NICHOLAS-LANE, LOMBARD-STREET; Petty, Wood, and Co., 53, Threadneedle-street; and Messrs. G. and J. B. Leadenhall-street; Batty and Co., 16, Finsbury-pavement; De Castro and Peach, 65, Piccadilly; Hockin and Co., 38, Duke-street, Manchester-square; and oilmen and grocers generally.

Also, just published, and may be had gratis, NATIONAL BREWING: A GUIDE TO THE USE OF CONCENTRATED MALT AND HOP EXTRACT, FOR BREWING AND WINE MAKING: to which is added, MEDICAL OPINIONS relative to the virtues of malt and hops.

Copy of a Letter from "COLONEL HAWKER" (the well-known author on "GUNS AND SHOOTING") Longparish House, near Whitchurch, Hants, Oct. 21, 1846.

SIR,—I cannot resist informing you of the extraordinary effect that I have experienced by taking only a few of your LOZENGES. I had a cough, for several weeks, that defied all that had been prescribed for me; and yet I got completely rid of it by taking about half a small box of your Lozenges, which I find are the only ones that relieve the cough without deranging the stomach or digestive organs.—I am, Sir, your humble servant.

To Mr. Keating, &c., 79, St. Paul's Churchyard.

KEATING'S COUGH LOZENGES are PATRONISED also by His Majesty the King of Prussia, His Majesty the King of Hanover, and most of the Nobility and Clergy of the United Kingdom, and are especially recommended by the Faculty.

RECENT TESTIMONIAL.

DEAR SIR,—Having been, for a considerable time during the winter, afflicted with a violent cough, particularly at lying down in bed, which continued for several hours incessantly, and after trying many medicines without the slightest effect, I was induced to try your Lozenges; and, by taking about half a box of them, in less than 24 hours, the cough entirely left me, and I have been perfectly free from it ever since.

9, Claremont-terrace, Pentonville. I am, dear Sir, yours, very respectfully, Feb. 17, 1845. JAMES ELLIS.

Mr. KEATING. Prepared and sold in boxes, 1*s.* 1*d.* and 1*s.* 6*d.*, and 10*s.* 6*d.* each, by T. Keating, chemist, &c., No. 79, St. Paul's Churchyard, London; and retail by all drug-gists and patent medicine vendors in the kingdom.

N.B.—To prevent spurious imitations please to observe that the words "KEATING'S COUGH LOZENGES" are engraved on the Government stamp of each box.

NOTICE.—These Lozenges contain no opium, or any preparation of that drug.

London:—Printed and Published, weekly, by HENRY ENGLISH, at the Office, No. 26, FLEET-STREET.

In the City of London, where all Communications and Advertisements are requested forwarded.—addressed to "the Editor"—post-paid.

December 19, 1846.